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CBW

Coach and Bus Week

The PSV industry's news weekly

LIFE IN THE MIDDLE LANE

Living with the reality

FOLLOW THE GREEN LINE

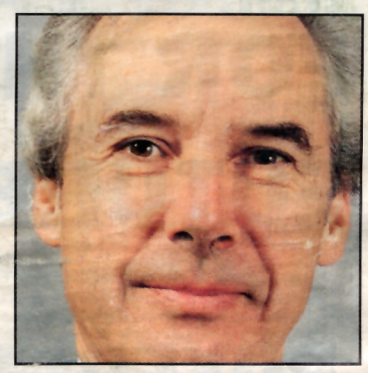
London priority lanes boost express Page 7

O-LICENSED FOR LIFE

System now continuous from 1996 Page 16

KENT LOW-FLOOR GRANT

Deal gives Kentish Bus 10 Scanias Page 24



SECOND TIME AROUND

Whittle is president of CPT - again Page 43

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Issue 199 6 January 1996

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IT'S another year, but there's a ring of familiarity about the main topic of early '96. Less than 12 months after its announcement, the motorway outside lane ban on coaches has become reality.

Back in January 1995 this magazine condemned the ban as "madness". It was Dr Brian Mawhinney's whim that now becomes the lasting legacy of the former transport secretary. Our headlines at the time reflected the industry's disgust: "Industry hopping mad at lane ban"; "Totally unjustified says CPT's director general"; "Nat Ex ignored"; "More accidents, decline and pollution".

What was said then remains equally true today. There is no foundation for the ban, no evidence to support its imposition, and a big threat to coach safety.

Yet the Government has taken no notice.

The reduced speed limiter setting is its excuse but, no matter how you look at it, the situation is illogical. Why should the coach industry be penalised so that car drivers can steam past at illegal speeds in the outside lane? It says the 5mph differential between traffic travelling at the legal limit and speed-restricted coaches is an added danger. Hence the ban. But trucks should now be limited to 56mph and they will pull in front of coaches doing 65mph. Isn't that more dangerous?

This situation becomes even more bizarre when you consider the muddled thinking over coach speeds. Not all coaches are affected (only those over 7.5 tonnes GVW which are under eight years old) and what is claimed to be 65 mph is, in reality, 62.5mph (100km/h).

No wonder the industry is jumping up and down with indignation. Anything which improves safety has to be welcomed but something which is as confused and illogical as this latest ban must be condemned.

The director general of the Confederation of Passenger Transport UK (CPT), Veronica Palmer, is right when she says: "This ban is nothing to do with safety. It is a prime example of a Government pandering to public perception."

We must not let the Government get off the hook with its promise that the outside lane ban is an experiment. It must be reminded at every opportunity. There is an outside chance that two years from now it could be dropped. Is that wishful thinking?

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events

20 March: CIT's Frederick Speight Memorial Lecture by Moir Lockhead, chief executive of FirstBus, Moving People into the New Millennium. Details from Jeff English on 01603 457348

27&28 March: British Travel Trade Fair, NEC, Birmingham. Details from Reed Exhibitions on 0181 910 7896

15-18 April: Policies Not Politics, CPT Scottish Conference, Turnbury, Ayreshire. Contact Peter Thompson on 0141 6394984

21-23 May: Association of Local Bus Company Managers (ALBUM) 1996 Conference, Cavendish Hotel, Eastbourne. Details from David Howard, secretary, Eastbourne Buses, Birch Road, Eastbourne, East Sussex BN23 6PD, tel 01323 721903, fax 01323 643034

▼ Coach

Lane ban 'increases danger'

Operators await the effects, now experimental measure is law

by Mike Morgan

JANUARY 1, 1996 was 'B-day' for coaches using Britain's motorways. From that date the Government's controversial outside lane ban came into effect together with the long-threatened 100 km/h speed limiter setting. Journey times are now longer and operators are claiming coach safety has been put at risk.

The outside lane ban was condemned as "an unnecessary piece of experimentation" by Excelsior managing director, Len Clarke.

Although 65mph without use of the outside lane adds 20 minutes to Excelsior's Bournemouth to London express service, safety is Mr Clarke's main concern as he believes the Government's legislation leaves coaches exposed to increased danger in the middle lane. He said: "It's down to them if anything does happen, not the industry."

The restriction on lane use applies to all coaches and buses with more than eight seats and weighing more than 7.5 tonnes GVW. They are forbidden from travelling in the outside lane of motorways with three or more lanes and the ban affects all vehicles irrespective of age. But minicoaches and minibuses under 7.5 tonnes GVW may continue to use the outside lane.

However, the muddle over speed limits and speed limiters leaves a loophole, not only for vehicles under 7.5 tonnes GVW, but for all coaches over eight years old (*CBW*, 9 December, 1995).

The muddle occurs because there is no change to the 70mph speed limit on motorways but the amendments apply to speed limiters only - and then only to those fitted to coaches first used on or after 1 January 1988.

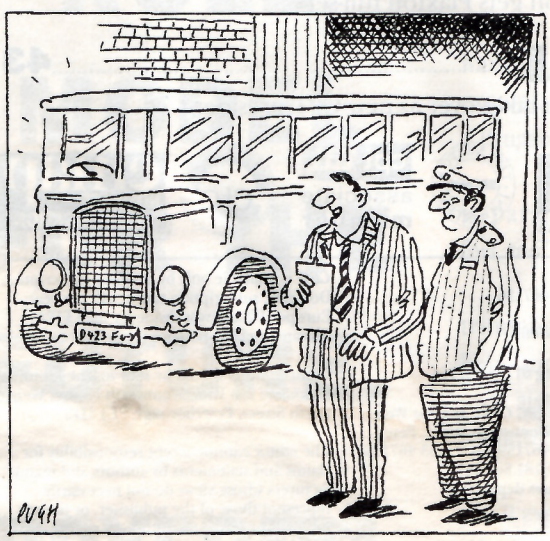
All coaches and buses of more than 7.5 tonnes GVW which were first used on or after 1 January 1988 must be restricted to a maximum of 65 mph. However, this relaxed view of the EU-inspired limit does not disguise the fact that speed limiters must, in fact, be set at 62.5 mph (100 km/h).

▼ Coach and Bus

Market stabilises

ALTHOUGH the rate of growth in coach and bus registrations has slowed, the size of the market for new vehicles has stabilised.

Over the first 11 months of 1995 on average nearly 300 PSVs were registered, according to figures released by the Society of Motor Manufacturers and Traders. November's total of 301 maintained the trend but the year-on-year growth is down to 27.6 per cent. Coach sales, which are subject to seasonal variations, are around 50 per cent up on 1994 after hitting a peak increase in April of 95 per cent. CBW



I was going to buy a new coach for the New Year but the dealers say this old girl owes me nothing

COACH AND BUS REGISTRATIONS

	November 1995 Units	November 1994 Units	Year to Date 1995 Units	Year to Date 1995 %	Year to Date 1994 Units	Year to Date 1994 %
Volvo	146	103	1417	43.5	1156	45.3
Dennis	78	50	962	29.5	703	27.5
Scania	19	8	261	8.0	171	6.7
DAF Bus	18	2	142	4.4	91	3.6
Optare	11	15	139	4.3	147	5.8
Bova	2	1	41	1.3	55	2.2
Others	27	14	293	9.0	228	8.9
Total	301	193	3255	100	2551	100

COACH REGISTRATIONS

	November 1995 Units	November 1994 Units	Year to Date 1995 Units	Year to Date 1995 %	Year to Date 1994 Units	Year to Date 1994 %
Volvo	8	17	597	50.7	389	49.8
Dennis	4	3	138	11.7	74	9.5
Scania	4	2	137	11.6	62	7.9
DAF Bus	1	0	65	5.5	41	5.2
Bova	2	1	41	3.5	55	7.0
Others	12	3	201	17.0	161	20.6
Total	31	26	1179	100	782	100

BUS REGISTRATIONS

	November 1995 Units	November 1994 Units	Year to Date 1995 Units	Year to Date 1995 %	Year to Date 1994 Units	Year to Date 1994 %
Dennis	74	47	824	39.7	629	35.6
Volvo	138	86	820	39.5	767	43.4
Optare	11	15	139	6.7	147	8.3
Scania	15	6	124	6.0	109	6.2
DAF Bus	17	2	77	3.7	50	2.8
Others	16	11	93	4.4	67	3.7
Total	271	167	2077	100	1769	100

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.

▼ Bus

Driver is stabbed by youth

A CALDERLINE bus driver was stabbed during the run-up to Christmas after confronting a teenage passenger.

The incident happened on a service heading for Halifax town centre. "Our driver approached the youth and thought he was going to get punched, so he put his hands to his face," said company operations director Dave Kaye. "It was only when he looked at his hands that he realised he had been stabbed with what seemed to have been a smallish blade."

The driver, who wishes to remain anonymous, required a number of stitches and is currently unable to work because of the injury. Police are still seeking the youth.

"It just goes to show what a difficult job drivers have. If he hadn't put his hands up, he could have been very seriously injured," Mr Kaye said.

▼ Coach

Gaelicbus taken over by Scottish Citylink

Deal strengthens north-west Scottish network of services

by Ian Martin

SCOTTISH Citylink Coaches (SCC) of Glasgow has taken over Ballachulish-based Gaelicbus to strengthen its network of services in the north-west of Scotland. The deal, concluded for an undisclosed six-figure sum, also gives control to SCC of some 10 local services in the Fort William area.

Primary attraction of the purchase was the acquisition of key medium-distance services – including those between Fort William and Oban, and Fort William and Inverness, according to SCC acting chief executive Alan Wilson.

These will be co-ordinated with SCC's existing long-distance services throughout the west of Scotland.

But Mr Wilson adds that, following a period of taking stock, the company may wish to develop the local services this year.

Gaelicbus was previously owned by Alexander MacConnacher, who now relinquishes his stake in the firm to pursue other business interests in the Lochaber area.

Mr Wilson confirms that SCC has no plans to reduce the 16-strong workforce at Gaelicbus nor to change the name and green livery of the 18 vehicles. Some SCC vehicles have been drafted into the Gaelicbus operations.

● Scottish Citylink acquired a 25 per cent stake in West Coast Motors – one of its contract operators – early in 1995.

Scottish Citylink: paid an undisclosed six-figure sum for Gaelicbus

▼ Coach and Bus

'A nut above the rest' - md

THE latest locking wheelnut system uses a simple principle to achieve complete reliability, says its maker.

Chadbolt's system replaces the entire stud with one which accepts a threaded, tapered insert. After fitting the wheelnut to the stud, the insert is tightened, expanding the stud threading to lock the nut in place. The studs are already on trial with the fire service and with a bus operator.

"It's not expensive, either," said Chadbolt's md Andy Chadburn, based at Dewsbury, West Yorkshire.

▼ Bus

BIMBO! Capital Citybus sold

CAPITAL Citybus has been sold to its management after five years in the hands of CNT Group Hong Kong. During its ownership, CNT has tripled Capital Citybus' turnover by significantly developing its LT-contracted operations, but has now realised its investment by selling all but a minor interest in the company to CCB Holdings.

The new management includes former Capital Citybus md Leon Daniels, the finance director Brendan Glyde and former Citybus Hong Kong director Belinda Ma. UK resident director and vice-chairman John Clymo is no longer associated with Capital Citybus.

"It is, in effect, a BIMBO, that is to say, a Buy-In and Management Buy-Out," said Mr Daniels. "During this past year, I have read many comments about the value of our businesses in the industry. The value of Capital Citybus lies in its extremely loyal and talented staff, and I am delighted to be working with them again."

Mr Glyde said the transaction had gone smoothly with the former owners, whose director Billy Wu has indicated that CNT will continue to support Capital Citybus through its small investment, despite continuing with expansion plans in Hong Kong. The deal was financed by Lloyds Development Capital, Lombard North Central and NatWest Markets.

● Capital Citybus runs 201 buses from two depots in north-east London, having been – until London Buses' privatisation – the largest London-area private-sector operator, with £16 million turnover. Fleet livery will remain the same, apart from the removal of Chinese characters. CBW

▼ Obituary

Roy Johnson dies aged 82

THE last remaining member of the second generation of Johnsons at Johnsons Coach Travel of Henley in Arden has died.

Roy Johnson, father of current directors John and Peter, passed away shortly before Christmas, aged 82. Mr Johnson helped run the company from 1955, working alongside his brother Phil, and the hinge-pin of Johnsons since the 1920s, his mother Blanch, who continued until 1969, dying shortly afterwards at 93.

Roy Johnson ran the firm until 1988, when he gradually handed the reins to sons John and Peter.

In brief

LT's pledge

LONDON'S new slimmed-down, easy-to-read *Bus Passenger Charter* promises reliable and efficient service as part of London Transport's pledge to continue to provide a customer-led bus service. Together with the *Bus Information Booklet* and LT's *Conditions of Carriage*, its aim is to make switching to bus travel easier.

Targets met

THE National Audit Office says London Transport achieved its targets with the London Buses sell-off completed almost exactly one year ago. Proceeds of £233 million were achieved, of which £133 million was retained to improve public transport, especially the Underground.

Video project

BUS-mounted and roadside video cameras will catch bus lane cheaters in London. Co-ordinated by Traffic Director for London, Derek Turner, a demonstration project on the A1 Red Route from Muswell Hill to the Angel, Islington involves the X43 express run by MTL London Northern.

BR foothold

BRITAIN'S top two bus groups now have a foothold in the British Rail sell-off, opening up opportunities to exploit better links between bus and rail. Stagecoach's historic success as first winner in the Government's privatisation programme with South West Trains was quickly followed by FirstBus which has a 24.5 per cent stake in the Great Western Holdings consortium which won the Great Western Trains franchise.

Funding up

INVESTMENT in bus priority and park & ride is boosted by a 23 per cent increase in transport funding which goes to £79 million in 1996/97. The London Bus Priority Network gets £9 million. Midland Metro Line 1 and Croydon Tramlink also benefit.

▼ Bus

CentreWest accolades

'New model for British industry'

by Mike Morgan

EMPLOYEE-OWNED former London Buses operating company CentreWest has received two major industry accolades.

It was commended by ProShare, the independent organisation for share ownership, and has also won a prestigious award as regional winner for the 1995 National Training Award (NTA) run by the Department of Education and Employment.

Out of three short-listed companies, CentreWest was the Proshare winner for its performance and was commended at the presentation by deputy prime minister, Michael Heseltine, for "employee involvement through share ownership".

David Senior, director of company services at ProShare, said: "CentreWest provides a new model for British Industry. This is a superb example of a company which has given all employees a chance to participate in its affairs.

"The commitment of staff to the success of their company is evident in their determination to out-perform their rivals and in the excellent service they deliver to their customers."

CentreWest managing director, Peter Hendy, said: "Over 98 per cent of CentreWest staff eligible to receive shares did so in March 1995; issued free, they have already doubled in value from their nominal issue price of 10p"

Its success in the NTA scheme is recognition that the company has trained 115 vehicle engineers to NVQ level 2 and 3 over a two-year period following adoption of the Vehicle Engineering Competence Assessment Scheme (VECAS). Training has contributed to a 95 per cent MoT pass rate.

"Staff represent two thirds of operational costs," said Pat Daley, personnel manager. "We benefit from vehicle engineers who can see a job through from start to finish, while they gain transferable skills."

CentreWest London Buses: a winning team

▼ Coach and Bus

Boost for training from British Bus

BRITISH Bus has bought into the National Vocational Qualification scheme on a group basis as the industry signals its renewed commitment to training after a decade of turmoil and structural change.

This latest high-profile convert to N/SVQ qualifications in the coach and bus industry strengthens Bus & Coach Training's track record in meeting the training needs and aspirations of an industry which employs around 150,000 people. British Bus is set to register up to 1,500 drivers annually in a commitment to the BCT's award.

Recognition of BCT success comes in its successful bid for £50,000 worth of Government funding through the Sector Targets Challenge. BCT will now lead the development of industry training and skills targets — standards geared to improving business success through improved education and training. Chief executive, Mike Street, said: "I am confident the industry will rise to the challenge and opportunity of determining its own targets."

Bus & Coach Training is a wholly-owned subsidiary of the Confederation of Passenger Transport UK.

▼ Coach and Bus

Martin joins Cheshire Bus & Coach

Mike Martin: new post

CHESHIRE Bus & Coach, the Wilmslow-based vehicle hire specialist, has strengthened its team with the appointment of Mike Martin, who moves from his position as national coach sales manager with Dennis.

Mr Martin is to join Cheshire B&C as the company positions itself for a larger slice of the growing opportunities for short-term and contract hire.

Jointly owned by Simon Fawcett, who sold the 40-vehicle Star Line operation to British Bus in April 1995, and vehicle hire expert, Scott Burgess, Cheshire B&C started just over three years ago. But with new vehicles on order and both partners determined to maximise the company's potential, Mr Martin's appointment is seen as a timely move. Mr Martin, who has been with Dennis for the past six years and with the Trinity Group for 11 years, said he would like Cheshire B&C to move towards coach. "We may dip our toe in the water but we will concentrate on bus.

"I do see more and more companies viewing rental as a realistic option when they require vehicles for a new tender or contract."

Cheshire B&C will increase its hire fleet to 50 buses (mainly Dennis Dart midis and Mercedes-Benz minis) by July and expects between 70 and 80 on its books by the year end.

CBW

▼ Coach

Survival of Green Line

Norris' blessing at relaunch of a battle-scarred express brand

by Mike Morgan

DISINTEGRATED during the 1970s, and decimated by 1980s change, Green Line is now back in the reckoning as an express coaching brand.

Relaunched with the blessing of transport minister, Steven Norris, Green Line has survived the traumas of deregulation, privatisation and the effects of serious traffic congestion in London.

Thanks to the foresight of the architects of the National Bus Company sell-off in the late 80s, Green Line survived as one of six divisions of the former London Country operation, ownership being in the hands of the four operating companies.

Reconstituted as Green Line Travel it soldiered on as a marketing and support company based in Reigate. The main activity for the business, now headed by managing director Clive King, evolved into management of a bus information inquiry line for five county councils and the co-ordination of arrangements for express coaches using departure points in the Victoria area of London other than London Transport-owned Victoria Coach Station.

But secondary bus company sell-offs have left Green Line with new owners. British Bus now owns three-quarters of the business through acquisition of Luton & District (now The Shires), London & Country and Kentish Bus (now Invictaway). National Express has the other share as a consequence of West Midlands Travel buying County Bus & Coach.

As this readjustment of the outer ring of the once vast London Transport empire settled down, attention refocussed on the network of express services run by the four constituent companies, with Mr King moving from Luton & District to take the reins at the start of 1995 and market surveys supporting reinstatement of the Green Line brand.

Q Drive's London Link services along the M4 corridor have joined the club. Mr King says other operators may want to take advantage of a common livery designed by Ray Stenning of Best Impressions and corporate style timetables.

However, one of the main incentives behind the relaunch are the Red Route/Green Route coach and bus priority schemes providing faster access to the centre of the capital.

Mr Norris said he was delighted to see Green Line back on London's streets as an example of how the private sector is able to benefit from the public sector putting in the right infrastructure. He said: "The future of public transport has got to be the bus.

"Together with operators' privately-funded investment we can go ahead and do the business."

Recognising that the Green Line relaunch was a coaching event, Mr Norris added: "Coaches are much undervalued but they have an ever increasing role to play."

Green Line partners: common brand, different ownership

▼ Coach

Complain or praise lines open

SHEARINGS is among the first companies to sign up to DriveCare - a driver reporting system launched in December by minister for local transport and road safety, Steven Norris.

The scheme uses a freephone number displayed boldly on vehicles to encourage the public to lodge its complaints and its praise of driving behaviour. The number is manned 24 hours, seven days a week, and passes all comments by fax immediately to the operator.

"We're among the inaugural members," said Shearings md John Slatcher. "We're still working on the artwork, so we haven't even put the stickers on our coaches yet."

Mr Slatcher said the DriveCare scheme offered advantages over displaying the company's telephone number on vehicles.

"That's something we don't do, in any case, but we still couldn't give a 24-hour service, and be able to respond directly to complaints round the clock. Of course, we're hoping to get the good as well as the bad comments."

CBW

In brief

D Coaches

FINALIST in the *CBW* Coach Industry Awards' best tour programme category, D Coaches, which took over Glantawe last year, is the second most enterprising company in the Swansea and West Wales area. The Enterprise Award is sponsored by the Welsh Development Agency. Md Daryll Davies says the company is going forward in leaps and bounds.

Belt question

OVER 60 per cent of companies who replied to a Partnership for Defensive Driving survey favour seatbelts in coaches. Less than 40 per cent of the PSV sector agreed compared with 85 per cent of emergency services and 82 per cent of haulage and driver training companies. The questionnaire went to participants in last Summer's Post-a-coaster defensive driving campaign sponsored by Crowe.

VITS award

VEHICLE Inspectorate Training Services has the Charter Mark in recognition of its service. Courses in maintenance and MoT test preparation are provided at the Bristol headquarters or at operators' premises. Customer focus, market research and innovation impressed the judges.

Taiwan order

SCANIA has signed its largest ever bus order in Taiwan for 50 K113 buses for Formosa Fairway Corporation. First buses, with locally-built bodies, were delivered last month and all will be in service by the middle of 1996. A further Far East order comes from Trans Island Bus Service for 15 low-floor buses to a partially new design developed specifically for Singapore city.

Extra services

GRAMPIAN Transport of Aberdeen has added further late-night routes to its Bridge of Don service started in October. They were welcomed by the local council as a move to improve the safety of women passengers. Two new services from the city centre to Cults/Cutter and Summerhill/Sheddocksley/Kingswells operate on Friday and Saturday nights. Last departure is 2.10am.

▼ Bus

British Bus: £35m order

10 per cent of fleet will be replaced and average age significantly reduced

Bonanza: British Bus boost for bodybuilders

by Mark Williams

BRITISH Bus has put in a £35 million order for more than 500 new buses.

The enormous delivery, which begins in April, includes an all-new, low-floor Alusuisse midibus from East Lancs - a vehicle body jointly developed with British Bus.

The orders have been spread around the manufacturers. Alexander and Plaxton both get a share of bodying orders for 127 Mercedes-Benz 709Ds, Optare will supply 45 MetroRiders, Northern Counties will body 65 Olympians, and Plaxton will build 127 Pointers on Dennis SLF Dart chassis.

But the cream of the order goes to East Lancs. Having announced its intention to build with lightweight Alusuisse extrusions, it has orders for 170 vehicles for its very first model. Of the total, 97 of the as yet unnamed midibuses will be built on Dennis SLF Dart, and a further 73 on Scania's L113CRL single-deck chassis.

"And this is a completely new design," said David Powell, British Bus' group engineering director. "We have worked on it with East Lancs since October of last year and we're expecting delivery of the first vehicles in Spring."

Mr Powell said the order represented replacement of 10 per cent of the British Bus fleet.

"The average age of the fleet is currently 9.3 years but this order certainly achieves a significant reduction," he said.

"For the first time, the order also introduces two standardised interior trims but I must emphasise that, for the foreseeable future, each British Bus company will retain its livery. There is no intention for any operating company to lose its identity."

...with East Lancs Alusuisse winning the 'lion's share'

EAST Lancashire Coachbuilders has had a valuable kick-start for its Alusuisse build programme with the order for 170 new midis.

"Alusuisse is quite a departure for East Lancs, but I envisage very little production in traditional build from Spring of next year," said sales administration manager Tony Newbould.

"We've been given the lion's share of the British Bus order, but I must point out that we are no longer owned by British Bus in any sense. It was free to place its orders with any manufacturer and we didn't have it all our own way. But our ongoing affiliation with British Bus has given us a full order book for the next financial year."

Mr Newbould said much of the design for the Scania-based Alusuisse low-floor had already been done, with some of the tooling bill picked up by Scania. The Dart-based midis are still very much in the design stage.

"So I have to say it's early days yet. In some respects, it is not, with delivery expected to start in April, but I can assure you we'll be working very quickly!"

Mr Newbould said East Lancs was keeping a weather eye on the Spartan prototype, which went into Yorkshire Traction's fleet late last year. He said its performance would provide a valuable indicator for future Alusuisse build.

Indicator: YT's Spartan prototype

▼ Coach and Bus

Pay increases not meeting inflation

PAY settlements in the coach and bus industry have risen to a median of 2.9 per cent and profit-related pay schemes have doubled, says a new survey.

Industrial Relations Services says the number of profit-related pay (PRP) schemes has risen from 43 per cent of the total pay awards to 71 per cent, and the trend seems set to continue. A significant factor has been the Inland Revenue tax break provided for such schemes, and now six of the seven largest groups surveyed operate PRPs.

Seven companies, covering 4,330 workers, were operating pay freezes while, at Go-Ahead's Oxford Bus Company, engineers got a five per cent increase - two per cent of which was based on productivity.

Overall, settlements were below inflation - only seven of the 47 were ahead of the RPI. Nonetheless, wages are still the major cost to bus groups, Stagecoach commenting that 53 per cent of its turnover is accounted for in wages.

There is little parity between subsidiary companies of the major groups, since the consolidation process is still under way and many prefer to allow their operating companies local autonomy to reflect local conditions.

In a sample of surveys, the lower limit, hourly pay rates for platform staff vary from Southern National's £3.38 to Sovereign Bus & Coach's £4.94. At higher rate, usually for qualified or longer-serving staff, the rate varies from Southern National's £4.02 to Ipswich Buses' £6.50.

● Full details are available for an annual £155 subscription to Pay and Benefits Bulletin, Industrial Relations Services, 18 - 20 Highbury Place, London N5 1QP, tel 0171 354 5858.

London's largest operator: Cowie corporate branding for Leaside and South London fleets

▼ Bus

New look for new year

Satisfying LT's red rule, Cowie's bus ops have a sporting new image

by Mike Morgan

COWIE'S red bus operations in London, Leaside and South London have a sporting a new image for the new year which satisfies London Transport's 80 per cent red rule and ensures that they are seen clearly at night.

Leaside was acquired in September 1994 and South London in January 1995. The two companies will be known as Cowie Leaside and Cowie South London and their buses will carry new logos and new livery incorporating a double fluorescent yellow band running diagonally and continuously on both sides of the bus and horizontally across the front.

First buses to receive the new look include new vehicles for six-year LT contracts. Cowie invested £1 million in 14 Plaxton/Darts for the 307 from Brimsdown Station to Arkley and £1.5 million in Northern Counties-bodied DAF DB250s for the 263 which runs from Holloway to Barnet.

Starting next March when the contract is renewed, the 450 Purley to Crystal Palace route gets 12 new midibuses which, like all the new deliveries, will be supplied by Cowie subsidiary, Hughes DAF.

Cowie is London's largest operator. In addition to Leaside and South London it owns Grey-Green, bringing its total fleet to 1,050 buses on 63 routes from 12 depots.

▼ Coach and Bus

Welsh CPT delegates blame press 'negative attitude' to EU

A SOUTH Wales delegation of Confederation of Passenger Transport members came away from a Brussels visit feeling very positive towards Europe on key issues such as VAT, the Social Chapter, drivers' hours and seatbelts.

The group of four headed by regional vice-chairman, Bev Fowles of FirstBus subsidiary, AE & FR Brewer, included FirstBus' South Wales Transport managing director Alan Kreppel, Bob White of Stagecoach Red & White and coach operator Janet Hawkes.

Their visit followed an invitation from transport commissioner Neil Kinnock and they met with Welsh MEPs and officials from the European Commission Directorates, DG3, 5, 7 and 11.

Mr Fowles said the discussions were "very enlightening.

"Some of the concerns we went out with we didn't come back with because the basis for some of our fears was turned away from Brussels towards the UK. We now know that our quarrel is not with Brussels."

Negative attitudes in the British press are blamed by the Welsh delegation for misrepresentation of what the EC is trying to achieve.

Harmonisation of VAT on fares is not a threat, says Mr Fowles. "It is intended that VAT should equalise the level of competition and the Government could give operators a 'gift back' which is equivalent to the amount of VAT.

"It's the same with the Social Chapter. If there's a change of government we will be involved but while we have opted out we've had no input."

Welcome recognition that the drivers' hours regulations need to be "sorted out" came from DG7. Plans to replace the tachograph with black box and smart card technology mean "you can't have the present regs without uniform clarity."

And seatbelt rules are still in the melting pot with a decision on a pan-European regulation delayed by up to 12 months after the recent setback in negotiations (*CBW*, 25 November).

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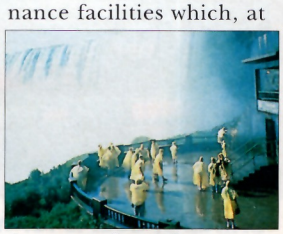
Warm welcome for you in Canada

OPERATORS who have been trying to keep the wheels turning during one of the worst cold spells in recent years will be inspired by Autobus Dupont of Quebec. The weather this far north provides some of the most extreme temperature swings anywhere in the developed world. Winter temperatures in Quebec often drop to -20 degrees centigrade. Summer temperatures can top 30 degrees centigrade. Running reliable coach services in weather like that takes some doing. And CBW readers will be able to find out exactly how it is done by joining our latest Coach and Bus Week Study Tour. Operators and their spouses will be given a personal tour of 23-vehicle Autobus Dupont by current owner Jean Dupont, whose grandfather Eugene founded the company in 1946. They will see the undercover parking for half the fleet and the maintenance facilities which, at



Spectacular Niagara

30,000 sq ft, are one of the largest in Quebec. Other highlights of the trip include a VIP visit to Volvo and Plaxton owned bodybuilder Prevost and a fully guided tour of Toronto Transit Commission, which runs one of the world's biggest fleets of natural gas powered buses. There will also be ample time for some extra special sightseeing, including a scenic train journey, and the spectacular Niagara Falls.

The four-night trip leaves Heathrow on 19 March. Cost is £699 per person, based on two people sharing. Single supplement is £145. Call tour guide Paul Tappin on 01235 819393 or fax 01235 816464.

▼ Coach

Reclaim Dutch VAT

A DUTCH tax advisory company says operators with business in the Netherlands can backdate claims for VAT paid there over the last three years.

Loyens and Volkmaars says operators have missed the boat if they do not have relevant invoices conforming to Dutch tax rules — identifying VAT as a separate item — since a moratorium ran out on New Year's Day.

But the six per cent on hotel accommodation and 17.5 per cent tax rates applied elsewhere on tourism products could still be recovered from as far back as 1993.

"Operators do not have to pay Dutch VAT on the turnover made in the Netherlands as their service can only be held subject to VAT in their own country," said Hans de Groot in Loyens and Volkmaars' London office. "In principle, all foreign tour operators, travel agents and coach operators are entitled to a VAT refund based on a Supreme Court decision made in October 1995."

● Mr de Groot can be contacted on 0171 606 0200.

▼ Coach

Duty-free delays end for Chunnel

Dedicated sales marquee opened on French side

By Mark Williams

THE duty-free nightmare for coach passengers at Le Shuttle has ended with the opening of a dedicated sales marquee on the French side. The new facility has cut queueing down to a few minutes per passenger on the return run, though Customs & Excise red tape is holding up the permanent extension at Folkestone, now expected in the New Year.

"The problem lies entirely with the duty-free sales," said UK sales director Paul Cowgill. "Everyone expected duty-free sales to have ended by 1995, so the terminal was never built to accommodate high-volume sales outlets.

"This has been compounded by the uptake of our special offers and unexpectedly high numbers of coaches and cars."

One operator who carried upwards of 2,000 passengers a week on excursions through the tunnel confirmed that the speed at which coaches are clearing duty-free on the French side is now impressive: "We're getting everyone into the terminal and back on to the train within one hour and 15 minutes," he said.

Brittains: deal is for name, contracts, and some vehicles

▼ Coach and Bus

Brittains in deal with Country Lion

COUNTRY Lion has taken over the vehicles, coach business and goodwill of fellow Northamptonshire operator Brittains.

The deal adds eight vehicles to Country Lion's fleet - four top-spec touring coaches and four double-deck buses - and carries with it contract work for the bus fleet. Brittains director Laurie Cunningham is to concentrate his effort on running his minibus fleet, said Country Lion director John Bull. "We didn't need the space, so the deal is only for the Brittains name, the vehicles and contracts. It also doesn't include the limited company," said Mr Bull.

"We'll be running Brittains in much the same way as Mr Cunningham, and keeping the existing livery for the immediate future.

"The only snag has been the depot door, which we're having to re-jig to take the deckers."

▼ Coach

Easier travel with a Ukraine permit

A NEW agreement between the UK and the Ukraine, formerly part of the Soviet Union, allows easier travel into and through the country. Permits, obtained in the UK will exempt operators from road tolls and transit charges but: "You're talking four nights' travel each way and the cost of insurance will be horrendous," said wholesaler Eurofix' director Colin Brown. "Vehicle theft is a real problem, too." But the low cost of medium-haul flights next year would make it a good proposition for operators who want to diversify into selling air tours.

▼ Coach

Shopping trip is not what it seemed

A FRENCH shopping trip selling for £6.50 a head raised the hackles of several Kent and Sussex operators.

Crosskeys Coaches of Hythe announced the day trip deals in several local newspapers, and prompted operators such as 1066 Coachways to complain that, at that rate, no operator could make a profit.

But Crosskeys said all was not as it seemed. The 'Break-Away' deal was done with ferry operator P&O and the newspaper groups — the ferries being at £1 a head, and the newspaper advertising organised by P&O. What's more, all the day trippers board as foot passengers. "P&O is offering a £1 a head rate on foot passengers anyway," said a P&O spokeswoman. "This is obviously a similar deal, and we apologise if other operators have misunderstood."

Crosskey's offer at £6.50 is for a round trip Sundays only, with no disembarcation, and a £7.50 offer to include a shuttle to the Citie d'Europe shopping complex. Carryings have been exceptional, said Crosskeys' md Keith Johnson.

"In three weeks, we've carried 9,000 passengers. Last Sunday was our best day so far at the Shuttle. We filled seven coaches, including two 'deckers." Mr Johnson said he was amused at having been accused of dragging prices down.

"Our cheapest daily hire for a full-sized vehicle is £265, rising to £380 for a twin-deck on Continental work," he said. "Ironically, our rates are too high for most tour companies involved in newspaper offers."

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1990 G MB230LB Van Hool Alizee 'H'
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1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
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1989 F DAF MB230LB Plaxton 3500, 53R
1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
1989 F DAF DHTD Duple 320SL, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
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1989 SB3000 Plaxton 3500, 51/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1988 F SB3000 Van Hool Alizee SH, 49R/Toilet
1987 E SB2300 Plaxton 3200, 55 seats, air conditioned
1987 E SB3500 Plaxton, 53R, air conditioned
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
1987 D DAF SB2300 Van Hool Alizee 'H', 49R/Toilet
1987 D DAF SB230LB Duple 340, 53R
1987 D VAN HOOL T815, 51/Toilet
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1991 MAN 10.180 JONCKHEERE DEAUVILLE, 32 reclining, toilet, water boiler, double glazing, Webasto, video, 3 piece screens, power door, grey interior, exterior white with yellow/brown reliefs, MoT 15/3/96 ..... **£67,500**

1989 (G) VOLVO B10M PLAXTON PARAMOUNT 3500, 53 recliners, crew seat, rear sunken toilet, inswung entrance door, radio/tape, wired for video, interior fawn/brown, exterior white, MoT 14/3/96 ..... **£75,000**

1989 SCANIA K112 PLAXTON PARAMOUNT 4000, 67 recliners, 2 crew seats, toilet, large fridge, Webasto, retarder, double glazed, radio/tape/PA, 4 tables, interior fawn, exterior white/red/yellow, MoT 30/5/96 ..... **£79,500**

1989 TAZ DUBRAVA, 53 retrimmed reclining seats, crew seat, double glazing, driver's door, Peage window, grey interior, exterior white with red/orange/yellow bands, MoT 5/96. Choice of two **£33,500**

1988 (E) DAF MB230 CAETANO ALGARVE, 51 recliners, crew seat, rear sunken toilet, continental door, radio/tape, wired for video, interior red/grey, exterior white, MoT 30/6/96 ..... **£47,500**

1988 VOLVO B10M JONCKHEERE P599, 51 recliners, crew seat, rear sunken toilet, continental door, double glazing, radio/tape, power door, grey interior, exterior mauve/white, MoT 28/4/96 ..... **£88,500**

1983 VOLVO B10M CAETANO ALGARVE, rebodied 1986, 49 retrimmed recliners, crew seat, centre continental door & toilet, Clarion radio/tape, power door, interior fawn, exterior white, MoT 29/6/96 ..... **£35,000**

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▼ Maintenance

Duration and cut in vehicles

MAINTENANCE problems have led McDade's Coaches O-licence duration and authorisation being cut by Scottish traffic commissioner Michael Betts.

Andrew McDade, of 123 Bellshill Road, Uddingston, Glasgow, trading as McDade Coaches, of Glasgow, appeared at a Glasgow disciplinary inquiry, at which the commissioner reduced the authorisation from 28 to 23 vehicles and directed that the licence expire at the end of September 1997.

He also gave Mr McDade a formal warning in respect of his future maintenance arrangements and standards and intimated he would be prepared to consider any increase in vehicle authorisation before the licence fell due for renewal.

Mr Betts said he was not prepared to remove a condition on the licence restricting authorised vehicles to a height of 14 feet until it had been demonstrated to the satisfaction of the Vehicle Inspectorate that adequate arrangements were in place for the inspection of any vehicle over 14 feet high.

▼ Maintenance

Cracked wheel found check leads to a war

Prohibitions showed significant maintenance failures, Mc

by Michael Jewell

COACH operator Williams Bala Ltd has been formally warned about maintenance standards by North Western traffic commissioner Martin Albu.

The company, of Bodolwyn Garage, Arewig Street, Bala, Gwynedd, North Wales, appeared at a Manchester disciplinary inquiry.

DoT vehicle examiner David Aitken said he had examined five vehicles and issued three defect notices. The maintenance facilities were adequate both in terms of staff and equipment. Records showed periods between inspections varied between four and eight weeks. The scheduled period was six weeks but the VI would generally accept one week on either side, ie five or seven weeks.

A prohibition had been imposed on a vehicle in March for a wheel with a 4½-inch crack. An immediate prohibition was imposed on a vehicle in June for two defective tyres and power fluid loss. The tyres were later deleted from the prohibition on appeal. Questioned by James Backhouse, for the company, Mr Aitken agreed the vehicle with the cracked wheel had gone through its annual test six days earlier. Assuming it was not missed during the test, he agreed it must have arisen since.

However, said Mr Aitken, the vehicle examiner who imposed the prohibition during a school bus check had said the crack was not recent and should have been spotted by the driver in his daily walk-round check. He agreed the crack was unlikely to have been present six days earlier.

Mr Backhouse said the prohibition had been imposed on the first day the vehicle had been used since being tested.

In reply to the commissioner, Mr Aitken said both prohibitions had been endorsed as showing significant maintenance failures.

The vehicle examiner had said the two defective tyres should have been noted by the driver. Oil had been overflowing from the power steering fluid reservoir, and the solution had been to tie a plastic shopping bag over the filler neck to collect the overflow.

It would only have been a matter of time before the bag became detached, which would have resulted in a substantial deposit of oil on the roadway. A delayed prohibition in February for two defects was also marked as a maintenance failure. Both defects related to excessive wear.

They had been noted on the company's previous inspection report and should have been rectified. In November 1994 an immediate prohibition for three items was issued, also endorsed 'S'. The vehicle examiner had stated the tyre tread on the offside front was worn below the legal limit and in certain areas the tyre was bald.

The company was operating two vehicles in the Colwyn Bay area which were parked overnight at Llandudno Junction. The only inspections appeared to be carried out by the drivers, who were employed locally. Both vehicles were seen in a road check and given immediate prohibitions.

▼ Employment

Shearings sacking 'fair'

THE dismissal by Shearings Holidays Ltd of a coach driver who organised his own excursions for tour passengers without authority, has been held to be fair by a Manchester Industrial Tribunal.

The tribunal said David Stevens had been dismissed on 10 August following a disciplinary hearing. The matter had come to Shearings' attention because of complaints from passengers as to the value for money of the excursions organised by Mr Stevens.

The company believed Mr Stevens might be organising further unauthorised excursions and they tackled the problem in a way which might have lulled him into believing the previous matters were being legitimised. The company then went through a disciplinary procedure but did not immediately suspend Mr Stevens.

However, there was nothing in its disciplinary procedure which obliged it to do so. It followed a process of a disciplinary investigation, followed by a disciplinary hearing, which procedure could not be faulted. Mr Stevens was dismissed and he was offered the opportunity of an appeal, but decided not to take up that offer.

The tribunal could find no procedural shortcomings. It found the decision to dismiss Mr Stevens fell within the band of reasonable responses of a reasonable employer.

Shearings: acted reasonably said industrial tribunal

in school bus ning for Bala

nchester disciplinary inquiry is told

General manager Geoffrey Wyn Williams said he had challenged the June prohibition as he felt the two tyres were within the legal limit.

The problem with the fluid had been over filling and he had dismissed the driver who he suspected was responsible for overfilling and putting the bag on.

The two vehicles in Colwyn Bay had not been directly under his control. He had employed an agent who had been in coaching for many years. It was not true the drivers were carrying out the inspections.

Following the issue of the prohibitions he was not happy with the attitude of the agents and the drivers and he dismissed them. Their attitude had been complacent and was totally unacceptable. The vehicles were withdrawn from Colwyn Bay and the contract surrendered.

In addition to the company's own safety inspections, the Freight Transport Association had now been contracted to inspect two vehicles a month on a regular basis. That contract had been in operation since April at a cost of £2,460 per annum.

Since they had become FTA members they had been brake testing with a Tapley Meter. There were no money problems whatsoever. Of the 12 vehicles in possession, 10 had passed their annual test first time. All the older vehicles had now been disposed of and the fleet was being upgraded. The average time between inspections this year was five weeks. Only on five occasions had it gone into the seventh week and never beyond that.

Mr Albu said that, from the inspection records, the FTA seemed to be picking up defects which might have been missed by the company's own staff.

Mr Williams said the FTA picked up points not listed on the company's inspection sheets. They had put a driver defect reporting system into operation at the beginning of the year and from January it was intended to introduce the FTA's nil defect reporting system and the FTA inspection sheets.

Questioned by the commissioner, Mr Williams said the company was owned by a Mr and Mrs Royds and a Mrs H E Jones. Ten vehicles were in use on a regular basis, undertaking school contracts and private hire. They had two skilled fitters, one semi-skilled fitter, and eight full-time drivers. He was a qualified fitter himself and he quite often checked the work done.

Mr Backhouse said the driver in June had overfilled the power steering fluid reservoir and had tried to compensate for that in a rather Heath Robinson way. It did not show the company's maintenance system was poor. The company had done its level best to achieve the required results. There had been weaknesses in the maintenance arrangements in the past, said Mr Albu. Secondly, there had been problems over the quality of the inspections.

Experienced fitters who had been in the industry a long time were not always up to date with the standards now required by the VI, and that was what appeared to have happened. However, he took note of the steps and the annual test pass rate. In other circumstances, he would have cut the duration of the licence but he could not do anymore. He would be asking the vehicle examiners to carry out a further check early next year.

▼ Licensing

Loonat: 10-month ban

ISANIL Loonat, trading as Loonat Coaches, of Batley, whose 10-vehicle licence was revoked following convictions for allowing school buses to be driven by unqualified drivers (*CBW*, 18 November), has now also been banned from holding or obtaining a licence for 10 months by North Eastern deputy traffic commissioner Mark Hinchliffe.

Mr Loonat, of 33 Talbot Street, Batley, West Yorkshire, is appealing to the Transport Tribunal against the revocation of his licence and his disqualification.

When revoking the licence at a Leeds disciplinary inquiry on grounds of loss of repute, Mr Hinchliffe said he must have regard to the safety of the public and of schoolchildren. On three separate occasions within three months Mr Loonat's coaches were being driven by drivers who were not skilled or qualified to drive them. That put the children at risk and it was done on Mr Loonat's instructions.

The deputy commissioner indicated he was considering banning Mr Loonat at the close of the public inquiry but invited him to make representations before he made a final decision. Having considered written representations from Mr Loonat's solicitors, Mr Hinchliffe decided to impose a 10-month ban.

▼ Licensing

Safety problems will lead to closure - Seymour

IF traffic commissioners became aware there were safety problems, they would act swiftly and resolutely to close down the operators concerned if they could not demonstrate they could operate coaches safely.

West Midland deputy traffic commissioner Roger Seymour gave the warning when he granted licences to four newcomers to the industry at a Birmingham public inquiry. Mr Seymour said they were seeking to run public service vehicles and the question of safety was absolutely paramount. The public was concerned about the safety of coaches. There had been some quite horrific accidents involving coaches resulting in considerable death and injury. Traffic commissioners would not tolerate any slackening in terms of safety.

He pointed out that, if drivers did not carry out daily checks properly, they were putting the operator's licence and livelihood at risk. Operators must give very clear and firm instructions to their drivers about what they required of them and the consequences in disciplinary terms of not carrying out such checks, he said. They were for the operator's protection as well as the public's.

The better the operation, the more profitable it would be, said Mr Seymour.

● Taxi operators Paul Connaughton, trading as Goldline Cars, of unit 4, Court Works Industrial Estate, Bridgnorth Road, Tweedale, Telford, Shropshire, and Calogero Palmeri, trading as Ambassador Coaches, of 164 Medway Road, Ronkswood, Worcester, were each granted a restricted licence for one minibus.

Mr Connaughton said he was going to use his vehicle for school contracts and private hire at the weekend. Safety inspections would be carried out every six weeks by a commercial garage. Mr Palmeri was also going to have his vehicle inspected every six weeks by Ace Travel Minicoaches & Garage Services.

● Arthur Ellis, trading as Ellis Airshuttle, of 159 Holly Lane, Smethwick, Warley, West Midlands, was granted a national licence for three vehicles. He said he planned to start with two vehicles, using one as a back up, running private hire and airport services.

The maintenance would be contracted out to a commercial garage and the vehicles inspected every six weeks. He was currently going through the examination to obtain a CPC and meanwhile was employing a Mr Campbell as his transport manager part time.

● Robert Garrington, trading as Shire Travel, of 40 Beverly Hill, Hednesford, Staffordshire, was granted a national licence for one minibus. He said he proposed using the vehicle, which would be inspected every six weeks, on school contracts and private hire. CBW

Set to sail: Mr Price with the voucher which was presented by Blue Boar aboard the QE2

▼ UK

Big Apple of his eye

DRIVER Stephen Price will be swapping his coach for a luxury liner after winning a cruise to New York on the QE2 in a promotion run by Blue Boar Motorways.

Mr Price, who works for Battersby Silver Grey Coaches of Morecambe, pulled in at Blue Boar's Watford Gap service on the M1 on a routine stop and entered the company's Next Stop New York promotion.

A week or so later he heard he had won the first prize - a five-day cruise on the QE2, three nights at the Helmsley Hotel in New York, return air fare and £750 spending money. Mr Price travelled to Southampton to receive his prize from Dennis Watson, md of Blue Boar Motorways.

The company, which was the subject of a management buyout last year, will shortly launch its 1996 coach drivers' promotion, which will feature 1,996 prizes.

Drivers who stop at any of the three Blue Boar sites - Watford Gap and Rothersthorpe on the M1, and Annandale Water on the M74 in Scotland - will receive an entry envelope with their free meal. Winning ones will contain vouchers for a range of prizes, including personal stereos and TVs, rally jackets and discounts at the service area shop.

▼ UK

BTTF gets bigger

Scotland doubles stand area at trav

by William Golden

BOOKINGS for next year's British Travel Trade Fair already are so far above forecast that the show is being switched to a larger hall at the Birmingham NEC.

The Scottish Tourist Board is doubling its stand area at the show, which will be held on 27 and 28 March. Among the country's attractions exhibiting for the first time will be Glenturret Distilleries, Edinburgh's Butterfly World and the Burns National Heritage Park - 1996 is the bicentenary of the poet's death.

Bill Clegg, the Scottish Tourist Board's deputy director, said: "Increasing the number of Scottish visitors at BTTF is part of our continuing campaign to attract domestic visitors."

One of the new exhibitors from Wales will be the Factory Outlet Shopping and Leisure Park, which is opening in

▼ UK

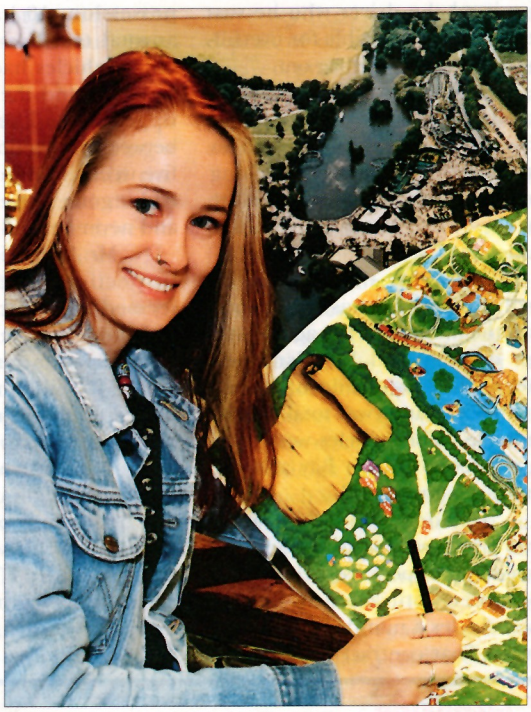
Jo proves to be top draw

GROUPS visiting Drayton Manor this year will find it an even bigger draw now that the Staffordshire theme park's visitor guide has been redesigned.

Jo Thompson, a 22-year-old graduate who has been working as a part-time waitress in the park, sketched out her ideas for making the guide more attractive and user friendly.

Colin Bryan, Drayton Manor's md, was so impressed he commissioned her to redraft the map to be used in all 1996 promotional material.

Ms Thompson, who took a degree in graphic design and illustration at the University of Central England, is hoping to become a full-time illustrator.



Works study: Jo Thompson and her guide to Drayton Manor theme park

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Athens	15C/59F	Madrid	5C/41F
Amsterdam	1C/34F	Oslo	-1C/30F
Berlin	1C/34F	Paris	1C/34F
Brussels	1C/34F	Rome	13C/55F
Dublin	7C/45F	Stockholm	-3C/27F
Lisbon	9C/48F	Vienna	-2C/28F
Luxembourg	0C/32F	Zurich	-4C/25F

DIESEL PRICES

(Courtesy AA Roadwatch)

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.58	Luxembourg	0.45
Belgium	0.54	Netherlands	0.54
Eire	0.53	Norway	0.70
France	0.51	Portugal	0.46
Germany	0.51	Spain	0.46
Greece	0.39	Sweden	0.66
Italy	0.55	Switzerland	0.67

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	15.10 Sch/£	Italy	2,405 Lire /£
Belgium	44.50 BFr/£	Netherlands	2.44 Gld/£
Denmark	8.41 K/£	Norway	9.60 NKr/£
Eire	0.95 Punt/£	Portugal	228 Es/£
France	7.44 Fr/£	Spain	183 Pta/£
Germany	2.17 DM/£	Sweden	10.17 SKr/£
Greece	365 D/£	Switzerland	1.75 SFr/£

and better

el trade showcase

Ebbw Vale in 1996, while the Lough Neagh region will be joining the Northern Ireland section.

The BTTF is being organised by Reed Exhibition Companies (UK) for the first time. For more details contact them on 0181 910 7896.

● Operators looking for tour ideas in the south of England should be reminded that Excursions 96 is being held at Hall 3, in Wembley, on Thursday 18 January. More than 200 exhibitors from tourist attractions and resorts will be at the show, which is organised by the East Anglia, London, South East England and Southern tourist boards.

Touring party: the operators outside the Captain Cook Museum

▼ UK

Operators go on a Cook's tour

A PARTY of coach and tour operators got the inside story on Cleveland when they went on a Cook's tour of the county. The weekend familiarisation trip for the 23-strong group was organised by the Middlesbrough Tourism Office.

The base was the Blue Bell Hotel, in Middlesbrough, and among the attractions visited were the Captain Cook Birthplace Museum and the Hartlepool Historic Quay. The group also went on the new Captain Cook Country Tour and held a workshop with representatives of hotels and other attractions.

A spokesman for the Cleveland tourism trade said: "Bookings have already resulted from the weekend and the feedback we have had from operators showed they were very impressed with our wealth of attractions, quality hotels and competitive prices."

For further information about the area contact Ruth English, tourism officer, the economic development and planning department, Middlesbrough Borough Council, Vancouver House, Middlesbrough, Cleveland TS1 1QP, tel 01642 264145 /264035 (fax 01642 264163). CBW

▼ UK

Express breaks programme

AN expanded Bargain Breaks brochure offering special deals for groups has been launched by National Express. The 40-page publication features 35 resorts and cities throughout Great Britain. Prices start from £39 for one night in London to two nights in the resorts of Newquay and Torquay from £52 per person.

The number of discounts to local attractions has been increased, as have deals for holders of discount coachcards.

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Continuous O-lice

How will the new system affect your ope

EDUCATING drivers to keep out of the outside lane on motorways since 1 January, and getting speed limiters reset to 65mph on all coaches of more than 7.5 tonnes which were first used after 1 January 1988 may well have been foremost in many operators' minds as we moved in to the New Year.

For most of us the change on 1 January to continuous operator licensing may have passed unnoticed for, on that day, all existing operator licences, except those where the licence duration had been shortened by the traffic commissioner as a disciplinary measure, became continuous without any action whatsoever being taken by the licence holder.

Despite this almost imperceptible transition, there are important changes of which operators need to be aware.

Licence discs issued at 1 January 1996 will remain valid until their expiry date. The number of discs issued will be the number authorised on the 'old-style' licence.

But there is an important new concept in continuous licensing. The 'new-style' actual licence will specify the maximum vehicle allocation the operator can run. The operator need not take up the full allocation of discs authorised if he does not wish to do so. Additional discs can be purchased at any time up to the maximum authorised.

Refunds for the unexpired life of licence discs can be claimed when the entire licence is revoked or surrendered. If the operator requests reduction in vehicle authorisation on the actual licence, or the number of vehicles authorised is reduced by the traffic commissioner, refunds will be made in respect of the unexpired portion of discs handed in - up to the number of discs by which the licence authorisation has been reduced. In any other circumstance, no refunds will be made.

When the fee paid for an 'old-style' licence expires, or on the initial grant of a 'new-style' licence, the operator will be given the choice of paying for discs with either an annual, or a five-year, expiry date. However, all discs issued under any licence will expire on a common date, so it will not be possible to have some for five years and others for one. Whether the choice is made for one or five years, it will only be on each fifth anniversary of the grant of a new-style licence that the option can be changed.

The fees payable for a five-year licence disc will be unchanged at £4.50 per vehicle per month, ie £270 for the full five-year term, which equates to £54 per year. The fee for a one-year licence disc is £5.25 per vehicle/month, ie £63 per year. Although, on a year-for-year comparison, the annual disc is 16.7 per cent dearer than the five-year version, there is a cash-flow advantage and the option to only buy discs as and when required with expiry no more than 12 months away.

A new fee is payable for the issue of a 'new-style' licence and thereafter to keep a 'new-style' licence in force. This will be £100, payable in advance, each five years. However, this will be payable annually (at £20) if the option to purchase annual discs has been taken up.

There will also be a non-refundable fee of £150 which will have to be lodged to apply for a new, 'new-style' licence (£100 for a restricted licence). This does not apply to the automatic conversion of existing 'old-style' licences into 'new-style' - only to totally new applications.

A non-refundable fee of £75 has to be submitted with an application for a licence variation to increase the number of authorised vehicles on the licence - but not for any other variations (eg down-sizing, alteration of operating centre, change of CPC holder, revision of conditions, etc).

Perhaps the most significant difference, which all operators must understand and act upon unless they are prepared to face a temporary shutdown, concerns the payment of fees for the 'new-style' licence. Before 1 January, 1996, operator licences ran for a maximum of five years and had to be re-applied for on expiry. This was not, technically, a 'renewal' as all the necessary evidence of suitability had to be provided to the traffic commissioner for the new licence to be granted.

There was, however, legislative provision that allowed an existing licence to remain in force until any application to replace it had been decided. Because 'new-style' licences are continuous this provision has been rescinded. Indeed, that continuity means there needs to be an ability to end 'dormant' licences that are not actually surrendered or revoked.

The means of doing this is simple and straightforward: if payment has not been made by the operator for any fee required under the licence by the due date, the licence automatically terminates on the date when the fee became due.

Because there is no continuity between licences under the new system (save as in Case A, right), a failure to pay would mean that all operation ceases entirely for the six or more weeks which it would take to make a fresh application and for a new licence to be granted.

As well as it being a legal obligation to notify the Traffic Area Office of any change of address, operators have a more practical reason to do so: to make sure that they receive notification of fees due.

These notifications will be sent out from Traffic Area Offices six weeks before the due date and will contain a check-list for the operator to complete and return with the appropriate fee. It will be suggested that this should reach the Traffic Area Office three weeks prior to the due date. If payment has not been received a final reminder will be sent two weeks before due date.

Another noteworthy change from the old procedure is that any undertaking given by an operator to secure the grant of a 'new-style' licence will be recorded on the licence as a condition. This is significant because it was doubtful whether a failure to comply with an undertaking could merit disciplinary action being taken against a licence. However, breach of a licence condition can lead to action being taken to revoke or suspend the licence or reduce the number of authorised vehicles.

In principle this also applies to undertakings given to obtain an 'old-style' licences which convert automatically to continuous licences. However, the traffic commissioner will have to notify the operator if he proposes to alter the licence by adding a condition to give effect to an undertaking.

In this circumstance the power of the traffic commissioner can only be used to keep the licence holder in as near as possible to the same position. In other words, the commissioner may not impose a condition which is more restrictive than observance of the undertaking which it replaces. The licence holder has the right to make representations regarding the imposition of such conditions.

nsing - the facts

ration? Marksman gives the answers

CASE STUDY A

At a public inquiry some time before 1996 the duration of an 'old-style' licence was reduced from the standard five years but it still expires after 1 January 1996.

This will not convert automatically into a 'new-style' continuous licence. Application will have to be made for a new licence. However, in these particular circumstances, provided that the application is made before the 'old-style' licence expires, that licence will continue to be valid until the new application has been granted or refused (and, if refused, until an appeal is heard).

CASE STUDY B

Because 'new-style' licences are continuous their duration cannot be reduced as a disciplinary measure.

But traffic commissioners still have the power to revoke, impose conditions, reduce the permitted number of vehicles, or suspend the licence. Suspension may be used as a disciplinary measure more frequently than it has been in the past. An operator can be called to public inquiry at any time to compel him to satisfy the traffic commissioner that his facilities, finances, maintenance etc meet the required standards. This sort of review was, in effect, all that shortening the duration of an 'old-style' licence achieved.

CASE STUDY C

An operator thinks that, at some time in the future, he may want more discs than authorised by his present licence, eg to cover a seasonal peak, or to operate a new contract.

As long as he can satisfy the traffic commissioner that his facilities and finances are adequate he can apply to increase the number of vehicles authorised on the licence at any time. There is a fee of £75 payable to make such an application but (assuming that it is granted) there is no need to pay for extra discs until they are actually needed.

CASE STUDY D

Faced with a need to downsize (eg following the loss of a contract) an operator has far more licence discs than he needs.

He cannot send them in and get a refund unless he also asks for a reduction in the number of vehicles authorised on the licence. This might not be a good idea if it is possible that the fleet may need to expand again at some time in the future. On the other hand, if the downsizing goes hand in hand with a reduction in the size of premises, of facilities, or of available fiances, it might be necessary to reduce the licensed vehicle authorisation too.

CASE STUDY E

The licence authorised 25 vehicles and 25 discs had been issued. The number of vehicles authorised is reduced to 20 but the operator hands in 10 discs.

There will only be a refund in respect of five of them - the number by which the authorisation is reduced.

CASE STUDY F

An operator's 'old-style' licence for 30 vehicles expires in November 1996. He will then have the option of buying one or five-year discs. During the Winter months he only needs 15 vehicles on the road, but all 30 during the Summer months.

He may well be better off financially opting for one-year discs and only purchasing 15 in November. The other 15 need not be paid for until they are required for the Summer season. He will only pay for the months between when he takes these discs up and their expiry in the following November. At that time he can decide again how many discs to buy for the whole year and then top up as required later.

CASE STUDY G

The cost of one-year discs could be increased over the next five years, but five-year discs once purchased in advance will be 'inflation-proof'.

Operators will have to exercise commercial judgment on this, bearing in mind that, in some circumstances, savings may be made by using the flexibility possible with one-year discs. As refunds are not generally obtainable, if circumstances resulted in an operator holding a surplus of five-year discs they would be money sat in a drawer earning nothing. It may also be the case that disc price revision is unlikely in the foreseeable future having regard to the extra revenue accruing from the new licence, variation and duplicate fees.

CASE STUDY H

The new fees to apply for a licence, to keep it in force, and to increase vehicle authorisation are all flat fees of £150, £100 and £75 respectively.

While there is no avoiding the fee of £100 each five years, or £20 a year, to keep the licence in force, it may be possible to minimise payment of the others if a licence is gained which gives a margin of authorised vehicles in excess of foreseeable disc requirements. There is no charge for this, it will avoid paying the fee to later increase the authorisation, and will give flexibility to expand.

CASE STUDY I

Duplicate discs are needed to replace those
(a) lost or stolen, or
(b) faded or damaged.

There is a flat administrative fee of £10 per disc to supply a duplicate for any disc that is totally lost, destroyed or stolen. This will not be applied to discs that can, in whole or part, be produced for replacement, eg those which have become faded or torn. Lost or stolen originals that are recovered have to be handed in but there is no refund of the £10 fee.

CASE STUDY J

In the past 'rogue' operators have been able to hand in their licences just before a public inquiry and then form another company and get a new licence.

As part of the change to continuous licensing traffic commissioners have been given the power to refuse to accept surrender of a licence if they are considering taking disciplinary action against it. This would allow a licence to remain in force so the commissioner could call a public inquiry and, if warranted, disqualify the company, its directors, or proprietors and partners, from holding a PSV O-licence or from being a director of, or otherwise having a controlling interest in, a PSV operation.

CASE STUDY K

The fee request from the Traffic Area Office was passed to the operator's accountant as part of the 'end-of-the-year' documents and consequently the fee was not paid before the current discs expired.

The licence will automatically terminate on the due date and operation will have to cease until any new licence application is granted. The traffic commissioner does have power to deviate from this otherwise strict rule only in 'exceptional circumstances'. It would appear most improbable that any inefficiency by an operator to pay the fees due, by the appointed date, with a cheque which was honoured, would be regarded as 'exceptional'. The safest thing to do with fee requests will be to action them at once and post them straight back - thus avoiding the chance that they might be overlooked. CBW

Blushing scribe...

GIVEN Peter O'Neill, owner of The Kings Ferry, claims to be embarrassed over the number of times he's been quoted in the trade press, our reporter was positively blushing the last time he phoned him. It seemed like Peter had got his own back when, as the hack was being transferred, he was greeted with the words: "I give you my love. My eternal love." Not the gravel-voiced Mr O'Neill, thankfully, but the loop-tape of the telephone network on 'hold'...

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Hamster now a superstar

MOST readers will know of the famous WMT hamster — charged a bus fare and subsequently given a pass complete with photo. All credit to WMT, having turned what could have been a PR disaster into a success, the company then launched 60 bus side ads and 4,000 posters on West Midlands Buses all depicting a hamster with a West Midlands Buses Travelcard. Press officer Phil Bateman said: "The popularity of the hamster story leads us to believe this will be a highly successful campaign.

That's no Bluebird, that's a turkey — Labour Research

STAGECOACH-OWNED Hartlepool Transport and Midland Bluebird of Falkirk were rather cruelly branded "Xmas turkeys" by the Labour Research Department.

The accusation followed an LRD survey into how 105 diverse companies treated their staff during the festive season. While many were found to offer bonuses, gifts and parties, 40 firms - including Hartlepool and Midland Bluebird - were said to provide their staff with no Christmas benefits at all, placing them at the head of LRD's self-styled 'Scrooge Index'.

At Hartlepool, researchers note, workers used to get two bottles of wine before Stagecoach bought the company.

Bet your drivers don't go off the rails like this...

COACH and bus drivers might suffer the same indignities as train drivers, but judging by an example set on Bromley North Station, have a more tolerant attitude. According to our correspondent, the train he was on overshot the platform by a small margin. As he walked down the platform, one fellow passenger was audibly heard to say: "Pity this bloke can't drive a train."

At which point, the driver leapt from the cab and confronted the passenger with the words: "Do you want some then?" Fortunately, platform staff quickly stepped in to calm the situation before it got uglier...

CBW

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LETTER OF THE WEEK

Quality was the keynote in Coaching for Profit

From Roger Batson

May I express my thanks and those of my fellow speakers at the recent Coaching for Profits seminars to both Deirdre Brown and Peter Everard for their kind comments in your magazine.

The keynote of the seminars is that for coach operators there are significant profit opportunities and the chance to expand the market by taking business from alternative means of transport, not just each other. However, as attendees have heard me say, to do this the industry must be better perceived by the travelling public. In short, become a quality industry; that is, one which knows what its customers want, prepares its offerings accordingly and then delivers — consistently. This is what quality means and is available to all, not just the big operators.

Attendees also know that a quality operator can also be seen as such by going in for and obtaining a quality standard. This can then be promoted to customers to attract them to use and pay for a quality service.

Seldom does one see the opportunity for a whole industry to haul itself up on to a significantly higher plain. That opportunity is facing UK coach operators now. The potential market growth is there, the prices which that market will pay are attractive and the mechanism to take that bigger share exists.

It will take clear-headed thinking and hard work by individual operators and by the industry's bodies.

However, achieving consistently higher profits is a goal that is well worth striving for.

Roger Batson
Director
Peloton Management
Beaconsfield
Bucks

Write to: The Editor
Coach and Bus Week
EMAP Response Publishing
Wentworth House
Wentworth Street
Peterborough PE1 1DS
or fax 01733 467154

The editor is always pleased to receive letters for publication and will, if requested, publish these anonymously. But please attach your full name (ie first name and surname) and address for our information.

Letter of the week wins a Corgi Classics model bus

Inconsistency

From Peter White

Peter Huntley unintentionally raises further doubts about the statistics of 0.7 per cent per annum passenger trips decline since deregulation now being quoted by the CPT (*CBW*, 29 November). He quotes Department of Transport statistics as showing the bus industry lost 10,800 million "customers" (ie passenger trips) "under the regulated regime", and "136 million under the deregulated regime", these apparently translating to averages of 308 and 15 million per year respectively.

Yet, if one looks at table 11.1 in the current (1994/95 issue) of *Bus & Coach Statistics*, produced by DoT and HMSO, this shows a drop from 16,445 million local bus trips in 1950 to 5,641 million in 1985/86 (corresponding to the 308 million per year he quotes), but a further drop to 4,420 million in 1994/95 (a fall of 1,221 million, or an average of 136 million per year). His 'alternative approach' thus consists of understating by a factor of nine the actual absolute annual decline.

The same table also shows the average annual percentage change, at minus three per cent per annum since 1985/86 (to the nearest whole number), consistent with the figure shown in my letter. The indicator of average annual percentage change is not one which I specifically have adopted in discussions about deregulation to give a particular outcome, but is a widely-used measure for describing many trends in the transport sector and the economy as a whole (such as growth in road traffic volumes, car ownership, GDP, etc). It has the advantage of permitting comparisons to be made between periods of different length in an easily-understood manner.

I wrote not to 'reopen a sterile debate about deregulation', but to point out that, if bus operators are being encouraged to quote in public a figure which is manifestly inconsistent with existing published statistics (themselves derived from operators' returns), this may cast doubt on the credibility of other evidence the industry is, rightly, drawing to public attention (such as the relative safety of coach and bus occupants compared with car users). I also dispute the assertion I am perpetuating the "myth that everything was all right before 1986."

Clearly, very substantial cost and efficiency gains have been made. However, a passenger trips decline at the same percentage average as before is disappointing in two respects:

(a) The large growth in bus kilometres run appears, in aggregate, to have had very little effect in stimulating ridership (despite individual cases of minibus conversion success), leading to very poor average loads being achieved.

(b) The poor performance of the deregulated areas (in which decline averaged about four per cent per annum until very recently), vis-a-vis those still regulated (London and Northern Ireland).

The latest trends are, of course, most encouraging, and one hopes they will continue. It should be borne in mind, however, that the 1994/95 data shows a net growth of four per cent in London compared with a fall of about 0.5 per cent elsewhere, ie the difference in performance between London and the deregulated areas continues to be significant.

Peter White
Professor of Public Transport Systems
University of Westminster
Transport Studies Group
London NW1

Trolleys best

From Gordon Walker

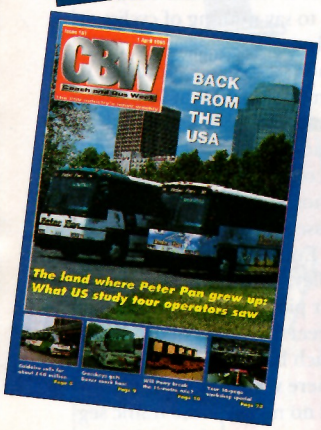
I was interested to read (*CBW*, 9 December) of JM Parry's progress in developing the mini-tram, using flywheel energy storage. I know from experience what persistence and determination is needed to drive such a project beyond the prototype stage, and I wish them well.

However, I have to question the decision to use the tram format of steel wheels on steel rails, as opposed to the trolley-bus on rubber tyres. Undoubtedly the former has a lower rolling resistance and, therefore, slightly lower energy consumption, but can this outweigh all the disadvantages: noise (inside and outside), poor adhesion (maximum braking 10%g), a 'permanent way' which cannot cope with diversions, broken-down vehicles and other disruptions, to say nothing of cyclist-unfriendly tracks?

There is a vogue at present to build tramways and Light Rapid Transit systems which, I fear, is driven as much by the high-profile image it confers on an operator or a local authority, as by the real needs of the passenger. In the 1950s at least one European city successfully ran a trolley/flywheel bus system, the power pick-up being no more than a street lamp type of overhead pole at each bus-stop.

There was no visual intrusion, and no need for the traffic segregation measures so beloved of idealists but which simply cannot be achieved in the typical town street. The application of current well-proven technology to the trolley/flywheel concept could bring rapid benefits to many town centres, without the disruption, cost and legal nightmare of building a railway — but who wants to be the first to set a new fashion?

Gordon Walker
C&G Walker
Twickenham
Middlesex



That was the y

Well, that's 1995 over. Befo and bus industry had gon dramatic change. Andrew highlights as reported

COACH and bus businesses strengthened during 1995, with a significant uplift in new vehicle purchases, signifying that either everyone was more prosperous, or the burden of running old vehicles was becoming too exhausting.

A range of new products for both sectors brought low-floor buses in profusion and high-spec coaches from overseas manufacturers.

The groups became bigger, although privatisation of bus companies had come to an end. Onward sales continue and, with balance sheets strengthening, the groups turned their attention to rail franchises. Government focused on public transport as ministers started talking positively about buses, although extra cash was not forthcoming and the fuel tax continued to rise. Seatbelts, the third-lane ban, and other safety issues also took prominence during the year.

The following is a week-by-week summary of the major events of 1995 in the coach and bus industry as reported by *CBW* and its sister publication *Transit*.

JANUARY 7

Sacked drivers in Chelmsford launched free services against Eastern National as the dispute hardened.
Stagecoach acquired A1 Service of Ardrossan, and WMT took over Your Bus at Darlington.
Dennis won five-year contract to supply buses to British Airports Authority.

JANUARY 14

Shearings launched price challenge against WA, as Robert Barr headed up the leisure division of the troubled Leeds tour operator.
Stagecoach launched January sale, and slashed Fife fares.
North Western and MTL signed a "Liverpool Partnership" non-aggression treaty.

JANUARY 21

Bus operators faced Government commitment to low-floor buses, as Dennis announced its low-floor plans.
Ipswich guided busway opened.
Go Ahead bought Hammels, and took Classic Coaches to the High Court.

JANUARY 28

Third-lane coach ban proposals resurrected.
Iveco announced plans for a new UK range of vehicles.
Mainline bought 10 per cent of Northern Bus, as Pattersons Coaches took off local services in Birmingham.

FEBRUARY 4

CPT attacked Government third-lane ban proposals.
Stagecoach and GMS Buses drew up peace package.
LT launched its £2.25 million Countdown system.

FEBRUARY 11

Robert Barr slammed discounting and confirmed Wallace Arnold Tours was not for sale.
Stagecoach Western Scottish was castigated for operating too many duplicates.
GMN took over Citibus Tours as taxman forced the closure of Cavalier Coaches of Cambridgeshire.

FEBRUARY 18

Land Travel chairman Valere Tjolle was jailed for nine months for fraud.
United and Stagecoach agreed to carve up Darlington.
Shearings ordered 88 new coaches worth £10 million.

FEBRUARY 25

Scania, Volvo, Dennis and Wrights all embraced low-floors.
Nat Ex bought Bournemouth Airport for £7 million.
North Western bought Heatons as Warrington downsized its coach operation.

MARCH 4

Bournemouth Buses made friends with Green Buses and EYMS restructured with KHCT for the third time.
Three major bus groups bid for Leeds Supertram.
Golden Coaches of Llantwit Major and Nelson Coaches of Dumfries ceased, as Bolton School buys Sharrocks Coaches of Westhoughton.

MARCH 11

Henlys reported doubling of profits, driven mostly by success at Plaxton.
Epsom Coaches celebrated 75th anniversary.
Wrights launched the Axcess-ultralow, as Optare announced tie-up with Mercedes-Benz.

MARCH 18

National Express and West Midlands Travel announced merger plans as Stagecoach and Mainline were told to demerge.
Flights Coaches opened Birmingham coach service centre.
Plaxton announced new design changes for low-floors.

MARCH 25

Government published draft regulations for seatbelts on children's transport.
Last great North East independent OK Travel was swallowed up by Go Ahead group.
Warrington hit back in bus war by launching services into Merseyside against North Western.

APRIL 1

Five senior managers from former Travellers Coach company were served summonses.
British Bus bought Caldaire as GRT confirmed talks with Nottingham City.
Coaching in the USA described after UK study tour.

APRIL 8

Badgerline and GRT Bus announced plans to merge to

ear, that was!

re you could blink the coach e through another year of w Jarosz looks back at the n Coach and Bus Week

become the UK's number two bus group.
Victoria Coach Station completed £4 million upgrade.
NatEx took over Yorkshire Express, Rhondda acquired Parfitts Coaches, and Toppings Super Coaches closed.

APRIL 15

Volvo launched low-floor B6 with Wright Crusader body.
CPT Scottish conference called for tougher PSV law enforcement.
MTL bought Liverbus and London Suburban, Yorkshire Traction took Sheffield Omnibus, and GMN acquired Dalybus services.

APRIL 22

Iveco appointed AW Group as its UK dealer.
Department of Transport proposed increase in weight limits from 17 to 18 tonnes on two-axle coaches but no change on axle loadings.
British Bus took over Maidstone & District, Traction took Yorkshire Terrier, and D Coaches acquired Glantawe Coaches in South Wales.

APRIL 29

Travellers' Setra won Coach of the Year at Brighton.
Transit Holdings won franchise for Aussie bus services.
First 15-metre and 13.5-metre three-axle European coaches were demonstrated in driving tests at Brighton.

MAY 6

First coaches started trial use of Eurotunnel's Le Shuttle.
Stagecoach was told to sell its 20 per cent stake in SB Holdings in the second similar judgment by the MMC.
British Bus acquired Star Line of Knutsford as White Rose Coaches pulled out of bus work.

MAY 13

Volvo and Henlys bought Canadian coachbuilder Prevost.
Plaxton purchased Northern Counties for £10 million as EYMS took over Hart Coaches for a lot less.
Trial running of Le Shuttle coach service hit snags as operators faced waits of up to three hours.

MAY 20

Volvo launched B10M SE, with lighter chassis and five cubic metres more luggage space in the Premiere body.
Local authorities jumped the gun and started specifying seatbelts for contracts.
Heathrow joined National Express in promoting a new Airlink network of routes.

MAY 27

M4 crash renewed calls for seatbelts on all coaches.
CPT rejected route franchising and a bus regulator.
Luton & District took over Buffalo Travel buses, and MTL Manchester closed down.

JUNE 3

Stagecoach purchased Lisbon bus operator in a £6.3 million joint venture.
Transit Holdings won more contracts in Queensland with over £10 million being invested into the Sunshine Coast.
UITP City Transport exhibition pointed the way for low-floored buses.

JUNE 10

DoT proposed continuous licensing, as smoke emissions campaign got under way.
Le Shuttle coach trials continue, as O-licence refused.
Middlesbrough bus priority scheme and green routes are launched.

JUNE 17

Volvo B10L Alexander-bodied Ultra, launched in Belfast.
EU threat to minis and midis receded, after UK pressure.
National Express and Express Travel of Liverpool made friends and ceased competing.

JUNE 22

Badgerline and GRT joined forces to create FirstBus.
Le Shuttle finally given thumbs-up for coach transfer.
British Bus bought Motts bus operation, Jollys sold to Busways.

JUNE 29

CIAG raised doubts over Disability Bill and accessibility.
Flights Coaches bought 17 coaches for £4 million, as Redwing ordered 14 coaches for 1996.
Budget Busway started in Colchester as City Buslines was stopped in Birmingham.

JULY 8

Ulsterbus announced coaching upsurge as The Kings Ferry planned to launch tour business.
Tyne & Wear introduced Gateshead Tru-time experiment as Edinburgh approved £30 million guided busway plan.
Optare plans for low-floor integral single decker.

JULY 15

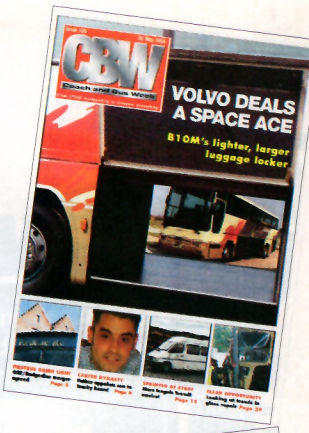
Summer influx of tourists to London took coach industry to breaking point.
A40 coach crash claimed eight lives, as police blitz took 48 coaches off the road.
Stagecoach launched £3 million bid for Chesterfield as FirstBus bought Kings of Dunblane.

JULY 22

Nat Ex laid on 100 duplicates on first day of Rail Strike.
East Lancs announced plans to body American Spartan chassis, and use of Alussuise technology.
FirstBus was tipped to take over 20 per cent stake in Mainline of Sheffield.

JULY 29

Stagecoach posted £32.6 million profits.



Safety concerns focussed on loose wheelnuts.
Plaxton unveiled natural gas bus, as East Lancs planned new Cityzen double-deck body.

AUGUST 5

PSVs got cleanest bill of health in DoT emission blitz.
Cleveland Transit swapped its coaches for buses of Delta Coaches of Stockton.
Steven Norris launched BSI approved seatbelts.

AUGUST 12

MMC castigated Stagecoach and Go Ahead in NE report.
Mayflower Corporation took over Alexander Coachbuilders and Metroline bought Brents.
Autobus Classique launched Nouvelle range of midicoach bodies, as Peugeot launched new range of minis.

AUGUST 19

British Bus issued fuel consumption and smoke emission figures for 12 group vehicles tested at MIRA.
Island Coachways broke Guernseybus monopoly with contracts for six services.
R&I took two of first six Cacciamali Ibis midi coaches.

AUGUST 26

Volvo unveiled gas turbine Environmental Concept Bus.
West Midlands Travel started vehicle replacement with £30 million order.
Ogdens Coaches pulled out of bus operation and EYMS withdrew its Routemasters.

SEPTEMBER 2

Three killed in Skipton crash, as pressure for seatbelts builds to boiling point
Scania and MAN ups profits, but Volvo profits fell.
Siesta International planned to offer Club class service on all its coaches.

SEPTEMBER 9

Prohibitions rose by 20 per cent according to Traffic Commissioners annual report.
Safe school transport pack was issued by Scottish School Board Association.
Iveco announced a new range of coaches for the Autumn.

SEPTEMBER 16

EU Commissioner Neil Kinnock promised legislation on seatbelts and safeguards for traditional double decker.
North Western buys Wigan Bus and Little White Buses.
Henlys' interim figures were up, WA's down and Daimler-Benz was in the red for the first time in 50 years.

SEPTEMBER 23

Dennis unveils Lance decker with Northern Counties bodywork.
Gloucestershire investigated tendering complaints.
Westlink was sold by WMT to London United as Stagecoach took over Scotravel of Elgin.

SEPTEMBER 30

West Sussex brought in dedicated Bluebird school bus with 60 belted seats.
Stagecoach Express Oxford-Cambridge route launched.
Private hire coaches and excursion coaches removed from provisions of Disability Bill.

OCTOBER 7

Shearings plans £6.5 million interchange investment.
The Coach Association launched as a new lobby group to take over from Coach Industry Action Group.
London Pride planned to run its open-top tours with LPG powered tri-axles.

OCTOBER 14

Optare launched Excel low-floor bus, as Marshall unveiled low-floor Minibus.
Shearings moved to Volvo contract maintenance and sold its depot sites.
Rider York's new Scania L113s prepared to take over the entire Park & Ride contract.

OCTOBER 21

Coach & Bus 95 displayed a profusion of new models and abundance of new orders.
Stagecoach ordered articulated B10M interurban coaches bodied by Plaxton.
The Coach Association endorsed lapbelts.

OCTOBER 28

Shearings launched a 'No Cancellation Charter' with refund pledge.
Thames Transit starts 24-hour Heathrow Tube service.
Kortrijk showed off European 15-metre coaches.

NOVEMBER 4

Armchair Coaches launched its second commuter service from Berkshire.
R&I Coaches taken over by MTL of Liverpool
CPT, CTC and TCA set out mission statements for the coach industry.

NOVEMBER 11

Confederation of Passenger Transport offered six guidelines for Kenneth Clarke's budget.
Plaxton decided to streamline its sales team with Northern Counties.
Globe Coaches sold bus op to Yorkshire Traction.

NOVEMBER 18

School bus injury statistics were criticised by Belt Up School Kids (BUSK).
Department of Transport confirmed that passenger numbers were still falling.
Number of former Travellers' staff committed for trial rose to seven.

NOVEMBER 25

EU postponed seatbelt decision after three member states opposed proposals.
Five Star guarantee and cash back pledge from Wallace Arnold for 1996.
Euro Disney makes £15 million profit.

DECEMBER 2

Coach and Bus Week Coach Industry Awards went to Paul Winson, Flights and Clarkes, for best operator categories.
Neoplan launched new Transliner bus and Caterpillar-engined Jetliner.
Biss Brothers Coaches moved to Stansted Airport and updated to a new image.

DECEMBER 9

CPT hit out at Budget which penalised coach operators harder than most.
SB Holdings placed a £21 million order for new buses.
Cummins CNG-powered engines were offered in new Optare MetroRiders.

DECEMBER 16

BBC2's Public Eye programme drew accusations of bias against the coach industry.
Stagecoach snapped up CHL group after announcing best ever interim results.
FirstBus announced interim results of £174 million and pre-tax profits of £9.07 million.

IEE

PTES

PUBLIC TRANSPORT ELECTRONIC SYSTEMS

Electronic, computing and communications systems are being employed in ever greater degrees of sophistication. This international conference to be held at the Institution of Electrical Engineers in London on the 21 and 22 May 1996 addresses the application of these systems in all areas of passenger transport either as on-board units or as part of the fixed transport infrastructure. This conference has been aimed at local authorities and PTEs contemplating the use of such systems and their participation at the conference would be welcome.

The Conference will feature sessions on the following topics:

- **Public Transport - *Opportunities introduced by Electronic Systems***
- **Vehicle Location**
- **Safety and Maintenance**
- **Passenger Information Systems**
- **Ticketing and Revenue Management**
- **Interfacing with the Passenger**
- **Systems**

A parallel exhibition with practical demonstrations will bring participants up-to-date on new techniques, applications and opportunities. A Technical Visit to Heathrow Airport has been arranged for conference participants on Thursday 23 May 1996.

To receive a copy of the Provisional Programme and Registration Form or/and Exhibition Prospectus please contact the **PTES 96 Secretariat, IEE, Savoy Place, London WC2R 0BL, UK. Tel: +44 (0)171 344 8432 Fax: +44 (0)171 240 8830.**

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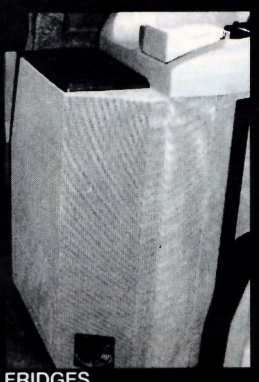
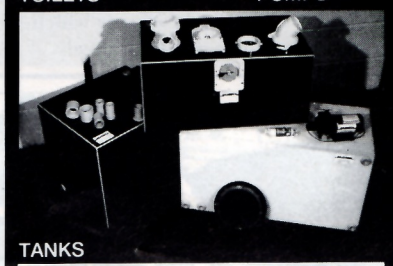


FRIDGES

CHEMICALS

TOILETS

PUMPS



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CAETANO

Busy time for Algarve II

ESSEX operator County Coaches has a busy touring season in store for this Algarve II on Volvo B10M. The 49-seater joins a mixed fleet of around 12 coaches operating County Coaches' extensive programme of day excursions, short breaks, and some private hire.

"Excursions are our main business," said a spokeswoman for the Brentwood operator. "We produce three brochures every year and next year have also planned 10 tours."

Specification includes demountable toilet, double glazing, water boiler and cooler box. The coach is on the latest Volvo B10 M chassis which has so far performed faultlessly.

WRIGHTS

Axcess-ultralows by Kent County

But £300,000 grant f low-floors on Scania part of the deal

by Mark Williams

KENT County Council subsidised the extra cost of 10 of these Wrights Axcess-ultralows on Scania L113.

The £300,000 grant was only part of the deal for Kentish Bus. KCC has also improved pavements, bus stops, added bus shelters and offered better route information on its Dartford to Gravesend route 480 in an effort to boost public transport usage.

"This is an exciting move for Kent," said KCC environment, planning and transportation co-chairman Mark James. "We are committed to making public transport more accessible and the new easy-access buses are just one of the ways which help achieve that."

KCC is now looking at through-ticketing arrangements and Smartcard technology to build on its policy.

It already operates a free-phone service offering timetabling information for all public transport services.

"This is a huge step forward for our customers on this busy corridor," said Kentish Bus commercial director Kevin

CITROËN

Relay 1800 Turbos join A 2 B for Leeds contracts

THE first of nine accessible minibuses contracted to Leeds City Council has been supplied by Citroën.

The Citroën Relay 1800 Turbo vehicles are heavily specified for wheelchair transport, beyond minimum standards laid down by the council, and will be operated on contracts by Local Transport's A 2 B Private Hire arm.

Though equipped to carry a maximum 15 seats, the configuration can be adjusted to five seats and four wheelchairs, or any combination in between.

Unwin flush tracking carries wheelchair securing and belts, including a three-point pattern on the seats.

"We have been very impressed with the work that Fletcher Motors has put in to develop a Relay minibus specification to match our requirements," said Dale Askham, partner in Local Transport. The conversions were completed by Autotrim Specialist Services.

"In service, our Relays have become very popular with all our customers and are now in heavy demand. They are proving more economical and versatile than our existing Ford and Leyland DAF minibuses, and they are also far better to drive," said Mr Askham.

funded Council

for 10 Wright-bodied L113 chassis is only for Kentish Bus

Hawkins. "It will also open up the service to new customers who have seen the steps on conventional buses as a major disincentive to travel."

Axcess-ultralows use drop-beam front axles and kneeling suspension to get the step height down.

Wide doors and aisles and full DPTAC equipment have attracted customers to the Wrights vehicle, with orders at the 50 mark since its launch early last year.

KIRKBY

New Excalibur means 'full set' for Country Lion

NORTHAMPTON operator Country Lion has added a second Plaxton Excalibur to its fleet.

The broad spectrum of business operated by Country Lion means it now has the complete 'set' of Plaxton coaches - Premiere 350 (pictured) and 320, 10-metre Premiere 320, a Beaver midicoach, and its front-line Excaliburs. Each has a slot in the working week.

"Our first Excalibur has turned quite a few heads and that has convinced us to buy a second," said Country Lion proprietor John Bull. "I'm very pleased with the Plaxton range — it has customer appeal, which is an important ingredient in our business."

The coach is already earmarked for private-hire contracts with two rugby clubs and a Northampton Town Football Club, so can be equipped with tables, toilet and video. At standard configuration, it has 49 seats and toilet. CBW

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BEDFORD YMT, 1977 Plaxton, 53 seats, white, unlettered, No MoT. **£1,250.00 + VAT. Windmill Coaches, Colchester. 01206 210263.** (60445/BE)

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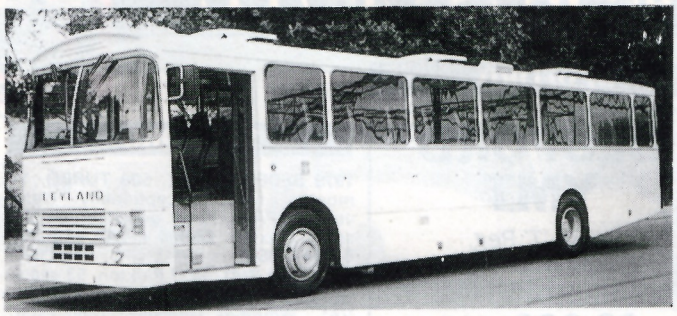
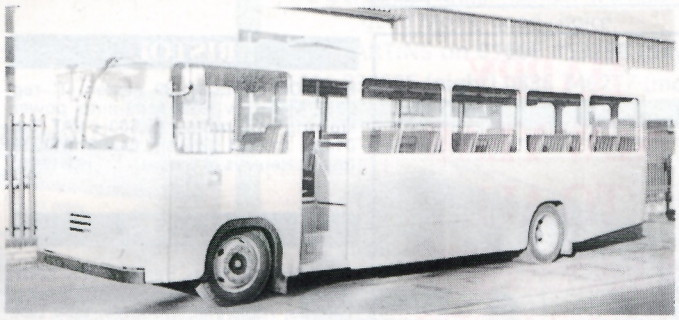


LEYLAND MARSHALL, Ex-MoD, 54 seats, Tiger service bus, low mileage, high back leather seats, 2 PAS/entrance power door, TL 11 engine, 6 speed ZF box, sold with full PSV, del end Jan '96, **POA**

EX-MoD, Un-Reg. Choice of 30 in stock now. 39 seats Dodge Wadham Stringer service buses, low mileage, year 83 to 87, Perkins turbo engine, 6-speed box, tinted glass, power door, full ventilating and heating systems. Ideal export order. **POA**



DODGE MARSHALL BODIED, Ex-MoD, 39 seats, service bus, very little used, Perkins turbo engine, 6 speed, PAS, power door, choice of 6 in stock. **POA**

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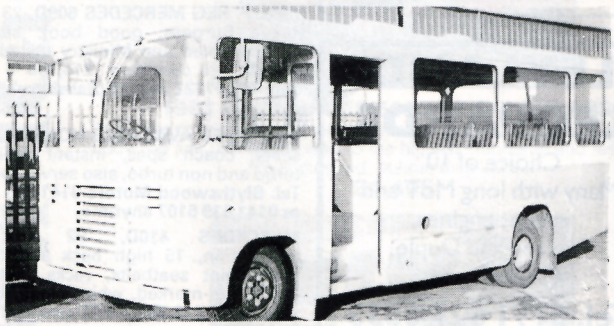
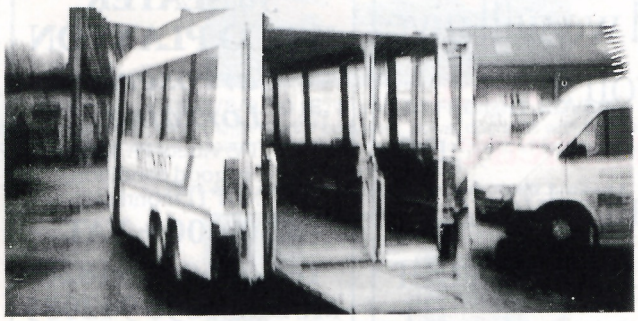


BEDFORD MARSHALL, Ex-MoD, 24 seat bus, 330 engine, 5 speed, very clean, low mileage, choice of 3. Also 20 seat Bedfords, choice of 2.



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(60525/MM)

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P/Ex maybe considered

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1983 DAF PARAMOUNT 3200, 53 seater

1989 TOYOTA OPTIMO, 21 seat, tv, coffee machine

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1989 DENNIS JAVELIN, 51 str, toilet, Telma, etc.

1979 BEDFORD DUPLE 53 str

1987 SHERPA 20 str x 2

1990 LEYLAND DAF 400, 16 seater.

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NEW MERCEDES 711 TURBO, coachbuilt, 29 lux, power door, **STOCK.**

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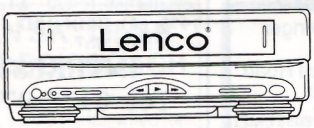

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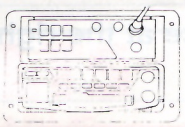

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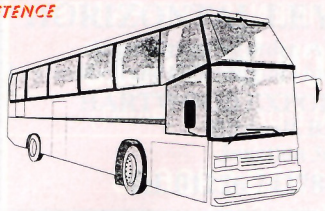

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Hong Kong

A large Bus Company operating franchised buses in Hong Kong invites applications from suitably qualified candidates for the position of Traffic Manager, a senior appointment.

Applicants should be experienced persons to assume overall management responsibility of the Traffic Department which has a workforce of over 1,000 personnel.

Reporting directly to the Managing Director, the principal duties will include: the supervision of the day-to-day operations of the entire fleet of over 850 buses, liaising with various Government Departments, District Boards and other transport operators, and the maintenance of staff discipline.

Applicants should have no less than ten years' bus industry experience, of which five years must be at managerial level. Degree holders and/or members of recognised Transport Institutes will be preferred.

Remuneration will be negotiable, subject to experience and qualifications, plus medical benefits and accommodation allowance.

Interested parties should submit a full CV, including expected salary, to:

Mr J. Pearson
37 Westway, Garforth
Leeds LS25 1DA

Closing date 20th January

(60520/APP)

TENDERS FOR HOME TO SCHOOL AND LOCAL BUS SERVICE CONTRACTS

Northamptonshire County Council is now inviting tenders for school and public bus contracts throughout the County. Operators who are on the County Council's list of tenderers should already have received details. Other interested operators should telephone 01604 237063/237267/236711 or write to:

Director of Planning and Transportation
Northamptonshire County Council
PO Box 287
27 Guildhall Road
Northampton NN1 1BD

The closing date for the receipt of completed tenders is 12 noon on Monday 22nd January 1996.

In accordance with the requirements of the Transport Act 1985, the County Council has published details of contracts awarded between July 1994 and June 1995. Copies are available for inspection on Floor 2, 27 Guildhall Road, Northampton, and at the following Libraries:

Brackley, Corby, Daventry, Higham Ferrers, Kettering, Northampton Central and Wellingborough.

The books may also be purchased by sending a cheque or postal order for £8.00 each, made payable to Northamptonshire County Council, to the address above.

(60516/TEN)

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VEHICLE WORKSHOP MANAGER

This is a senior position in a Company that operates a modern fleet of one hundred coaches. We need an experienced, qualified individual for this demanding post.

Currently, our commercial workshops are based at Theale near Reading, where the successful applicant will be responsible for ensuring vehicles are maintained to the highest standards, and comply with current legislation.

Major priorities include
- Stringent vehicle maintenance programme
- Annual DTp test preparations with medium pass rate
- Expansion of retail work for external clients
- Management of staff

Reporting to the Managing Director, the post-holder will play a significant part in the relocation of the Workshops; marketing of its facilities and skill of its employees.

It is essential that applicants have experience in vehicle maintenance, together with relevant qualifications. They should also have the required skills necessary to manage staff, parts ordering and stock control.

Written applications only, with a full CV and details of current responsibilities and remuneration; should be sent to:

Norman Fryer-Saxby
General Manager
Horseman Coaches Limited
Bennet Road, Reading, RG2 0HT

To arrive no later than 12 January 1996

HORSEMAN COACHES

(60510/APP)

BERRY'S COACHES (TAUNTON) LIMITED

requires a

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The company, who are members of the C.P.T. operates a fleet of thirty single and double deck, standard and executive coaches from a modern purpose built depot based in Taunton, Somerset.

Work undertaken includes school contracts, private hire, daytours, Bonded British & Continental Holiday programme and a daily London Service.

The successful applicant, ideally aged between 21 and 40, will be responsible with the current Traffic Manager for the efficient detailing and allocation of vehicles and drivers, control of staff, workshop throughout, drivers hours and the correct maintenance of all necessary records. There will also be a requirement to cover weekend duties and be on emergency call on a rota basis.

The position would suit a self motivated, hardworking person able to accept responsibility and make day to day decisions. The holding of a PCV licence and both National and International CPC would be advantageous but not essential as training can be provided to obtain the necessary qualifications.

Salary and conditions are negotiable dependent upon experience and qualifications.

Applications in own handwriting with a C.V. to
Mr. S. A. Berry, Berry's Coaches (Taunton) Ltd., Cornishway West, New Wellington Road, Taunton, Som. TA1 5NA by 19th January

(60519/APP)

Stagecoach CUMBERLAND

Applications are invited for the post of

DEPOT OPERATIONS MANAGER
Carlisle

This post has responsibility for the operation and development of a profitable depot with 60 modern buses and 140 traffic staff. Applicants must have experience of staff management, commercial, marketing and scheduling skills.

Benefits include a fully expensed company car and relocation package.

The post is re-advertised and previous applicants need not re-apply.

Written applications, with CV, to:
Mr L. B. Warneford, Managing Director, Stagecoach Cumberland, PO Box 17, Tangier Street, Whitehaven, Cumbria CA28 7XF
to be received by Friday, 26th January, 1996.

(60442/APP)

TECHNICAL ENGINEER

Grampian Transport, a subsidiary of FirstBus plc, are one of Scotland's leading bus and coach operators. Located in Aberdeen in the north-east of Scotland, Grampian Transport concentrate on urban public transport and have an extensive vehicle fleet including, high quality single and double deck buses, an articulated bus and a variety of standard and executive coaches.

A challenging vacancy now exists for a highly motivated, experienced and qualified engineer to join the company as a **Technical Engineer**.

The successful applicant will be responsible for quality control of engineering systems and standards, technical and health and safety support to the workshops. A sound knowledge of vehicle engineering with good diagnostic and reporting skills is also required.

IF YOU CAN OFFER:

a sound knowledge of systems and vehicle engineering experience of management within a bus or commercial vehicle workshop.

WE CAN OFFER:

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If you think your experience and skills meet with our requirements please write to:

MR M. GREENWOOD
ENGINEERING DIRECTOR,
GRAMPIAN TRANSPORT,
395 KING STREET,
ABERDEEN AB9 1SP

Grampian

Closing date for applications is 19th January 1996

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A to Z DIRECTORY

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You know the name - but what's the number? Find it here in the Instant Phone Guide

A

AA First for Coach and Bus Spares tel: 0121 515 3672

Abex Brake Linings, P&P Sergeant tel: 0151 632 5903

Actionform Ltd. Engine Refurb tel: 01902 714242 fax: 01902 22880

AD Coachsales, New & used coaches tel: 01884 860767

AE Auto Parts Engine components tel: 01274 723481

AK Carpets, Coach carpets and trim tel: 01254 871879

Allison Transmissions Mitchells tel: 01623 550550

Andy Powell Commercials for Dennis and Bedford spares tel: 01432 341085

Autoglass Coach & Bus Services Freephone: 0800 222777

B

Belaco Ltd, Brake linings tel: 01298 811236

Berkhof,Ave-Sales,Parts & Services tel: 01344 861787

Beral Brake Linings Roadlink International Tel:01902 636206

Birmingham Bus Centre Ltd, New + used vehicles Tel: 0121 415 5111

Brushwash, Vehicle Wash Equipment tel: 01252 377855

Bryden Riveting Machines, Roadlink Int' tel: 01902 636206

Busparts, for windscreens, body and chassis parts B/Ham: 0121-524-1200 Bristol: 0117-971 6071 London: 01932-569 177

C

Carlyle Parts, Windscreens & Glass tel: 0121 555 5055 CCS 24hr Coach Mobile B/Down Svc tel: 0181 5617838

Cheshire Coach and Bus Coach&Bus Hire tel: 01625 860888

Coach Wash, Armchair Brentford tel: 0181 568 8227

Confederation of Passenger Transport UK tel: 0171 831 7546

Cornish-NW, Insurance tel: 0151 5461282

Countrywide Derv Ltd Dover, Kent. tel: 01304 202934

C. Anthony Wood & Co Accountants tel: 0181 866 8232

Cummins Engine Co Ltd, N Harrison tel: 01325 460606

Coach and Commercials Tel: 01226 752086 0831 294542

Central Bus and Coach Distributors Ltd Tel: 01531 640026

D

David Cocks M.I.R.T.E Consultant Engineer Tel: 01736 754333 Mob: 0836 358 582

DB. Associates Business Consultants tel: 01799 540513

DB Commercial, Repairs & Resprays tel: 01223 833121

Dennis Specialists Vehicles tel: 01483 571271

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E

East Lancashire Coach Builders 01254 57061 Engines, Preston Engines: tel: 01772 651629

F

FCL, Foam & Air Filters tel: 01604 671100

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Foxlands Hotel tel: 01803 328072

G

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Gas Strut Engineering tel: 01234 843979

Griptone-Battery Booster plugs & screws tel: 0161 727 9011

H

Hindle Auto For Engine S R Trans tel: 01274 732284

I

Insurance, Robin Huckle & Co Ltd. tel: 0121 454 8878

J

J Sykes, PSV Sales & Spares tel: 01226 725702

Jackair Testers & Lifts, tel: 0117 9673333

K

Kernow Driving Serv. tel: 01850 701450

Kirkby Coach and Bus Sheffield tel: 01909 551166

Kirton Bus & Coach Dismantlers tel: 01652 648628

KONI Shock Absorbers, Roadlink Int' tel: 01902 636206

L

Leyland Engines, call Actionform! tel: 01902 714242

M

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Plaxton Parts & Service Anston tel: 01909 551155 Direct Parts tel: 01909 550044

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Power Steering Services tel: 01692 406017 Fax:01692 406957

Preston Engines tel: 01772 651629

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R

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S

SBC Glazing, Windscreens tel: 01737 763588

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T

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Training-Vi's-Comp. Service tel: 0117 9543291

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Transport Heating Supplies tel: 01925 722687

U

Uniforms Unlimited, Fax & tel: 01423 528275

V

Vehicle Wash Equipment Brushwash tel: 01252 377855

Vehicle Lifts — Somers Handling tel: 0121 501 1077

Vulcan Eng, Seats&Hand Rails Halifax tel: 01422 202840

W

Walter Alexander (Falkirk) Ltd, tel: 01324 621672 Fax: 01324 633120

Workshop Equipment, call Reco tel: 0117 9862449

Wrightsure Insurance Services Limited. tel: 01375 378371/ 0151 724 2266

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Ian Warrington: now md

▼ Coach and Bus

Cromweld post

CROMWELD Steels - which manufactures top anti-corrosion material 2CR12 - has a new managing director.

Cromweld's technical director for eight years, Ian Warrington, has picked up the gauntlet of developing the firm's pan-European strategy. Mr Warrington holds an honours degree in metallurgy.

▼ Coach and Bus

Whittle takes over as CPT president

First person to have been elected twice

by Mark Williams

RON Whittle has taken the presidential reins of the Confederation of Passenger Transport from Ted Hesketh. Mr Whittle, senior partner in Go Whittle, of Kidderminster, Hereford and Worcestershire, must have a feeling of déja vu, having served as Bus & Coach Council president in 1981, and makes history as the first president elected twice.

"I am very honoured to serve my fellow transport operators in this capacity," said Mr Whittle. "The year ahead is a crucial one for the industry, and presents us with many challenges and opportunities.

"It is up to us to convince the Government once and for all of the pivotal role that the industry plays in the field of tourism, and the national economy in general. In order to achieve this, we must build upon the successes of the last few years, focus more keenly on the opportunities that commercialisation has afforded us, and maintain our commitment to clean, comfortable and affordable transport."

Mr Whittle's qualification for the post is beyond question. He has been in the industry for 30 years, and served in a number of organisations, most notably as president of the International Road Transport Union (IRU) based in Geneva and Brussels. He had previously been president of its passenger transport section.

Ron Whittle: 'crucial year'

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The PSV industry's news weekly

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YOUR COMPANY DETAILS

1. What is your primary job title? (Tick one only)

Owner/Director ☐ 01
Senior/General Manager ☐ 02
Engineering/Service Manager ☐ 03
Other. (please specify) ☐ 04

2. What is your company's main business function?

Bus Operator ☐ 01
Coach Operator ☐ 05
Coach & Bus Operator ☐ 02
Local Government ☐ 03
Other (please specify) ☐ 04

3. How many vehicles does your company own/operate? (Tick all that apply)

	Buses	Coaches
1-5	☐ 01	☐ 10
6-10	☐ 02	☐ 11
11-15	☐ 03	☐ 12
16-25	☐ 04	☐ 13
26-39	☐ 05	☐ 14
40-100	☐ 06	☐ 15
101-400	☐ 07	☐ 16
401-1000	☐ 08	☐ 17
1000 +	☐ 09	☐ 18

4. Do you have responsibility for the recommendation/purchase and/or specification of the following? (Tick all that apply)

	Pur	Spec	Rec
Vehicles	☐ 01	☐ 12	☐ 23
Parts/Spares	☐ 02	☐ 13	☐ 24
Oil/Fuel	☐ 03	☐ 14	☐ 25
Breakdown	☐ 04	☐ 15	☐ 26
Insurance/Finance	☐ 05	☐ 16	☐ 27
Fuel Cards	☐ 06	☐ 17	☐ 28
Training	☐ 07	☐ 18	☐ 29
Venue/Attraction Tickets	☐ 08	☐ 19	☐ 30
Ferry Crossing	☐ 09	☐ 20	☐ 31
Hotel Bookings	☐ 10	☐ 21	☐ 32
Theatre Tickets	☐ 11	☐ 22	☐ 33
Other. (please specify)			☐ 34

5. What type of work does your company undertake? (Tick all that apply)

Private Hire ☐ 01
Day Excursions ☐ 02
British Tours ☐ 03
European Tours ☐ 04
Local Government Contracts ☐ 05
Emergency/Breakdown Services ☐ 06

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